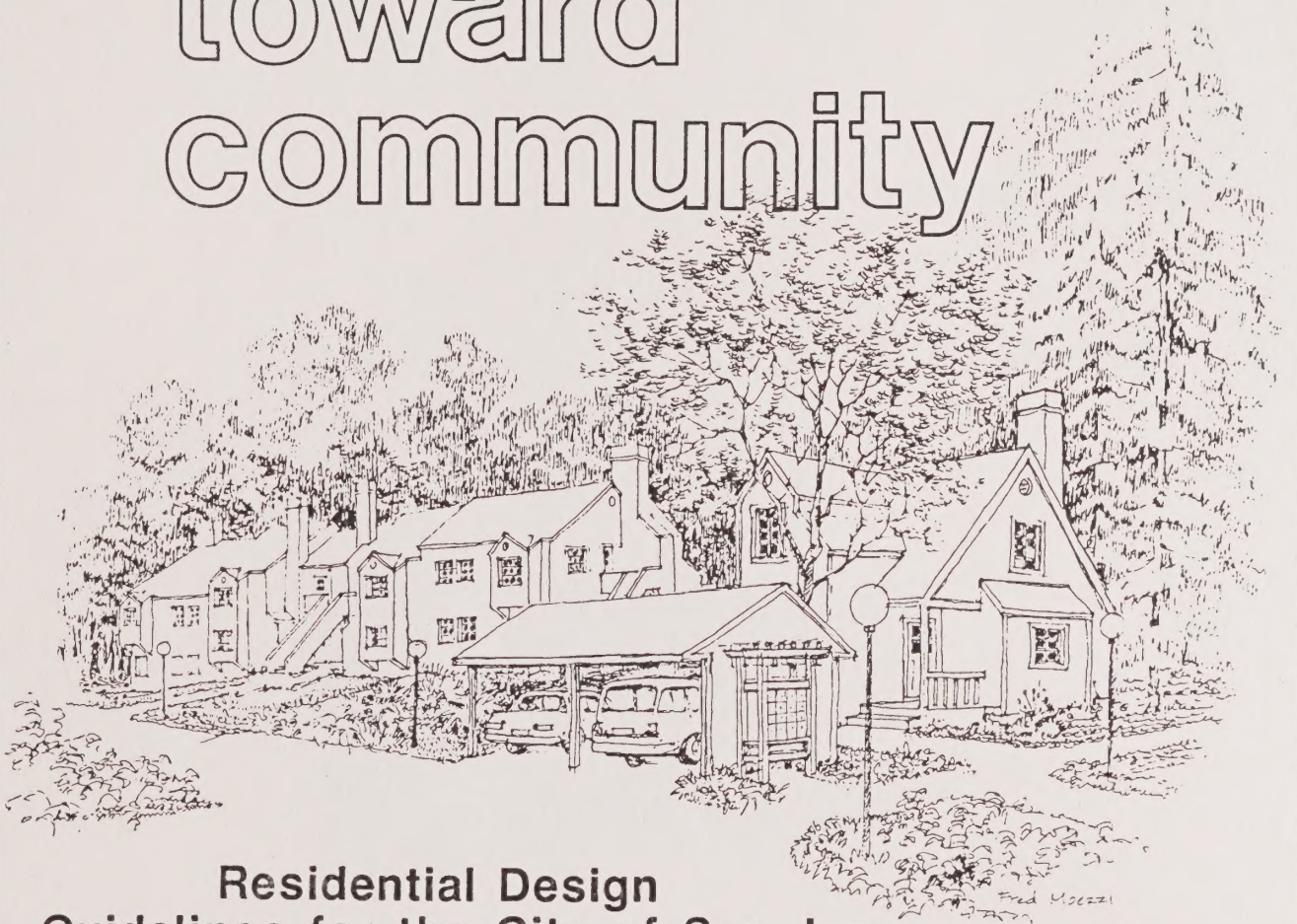


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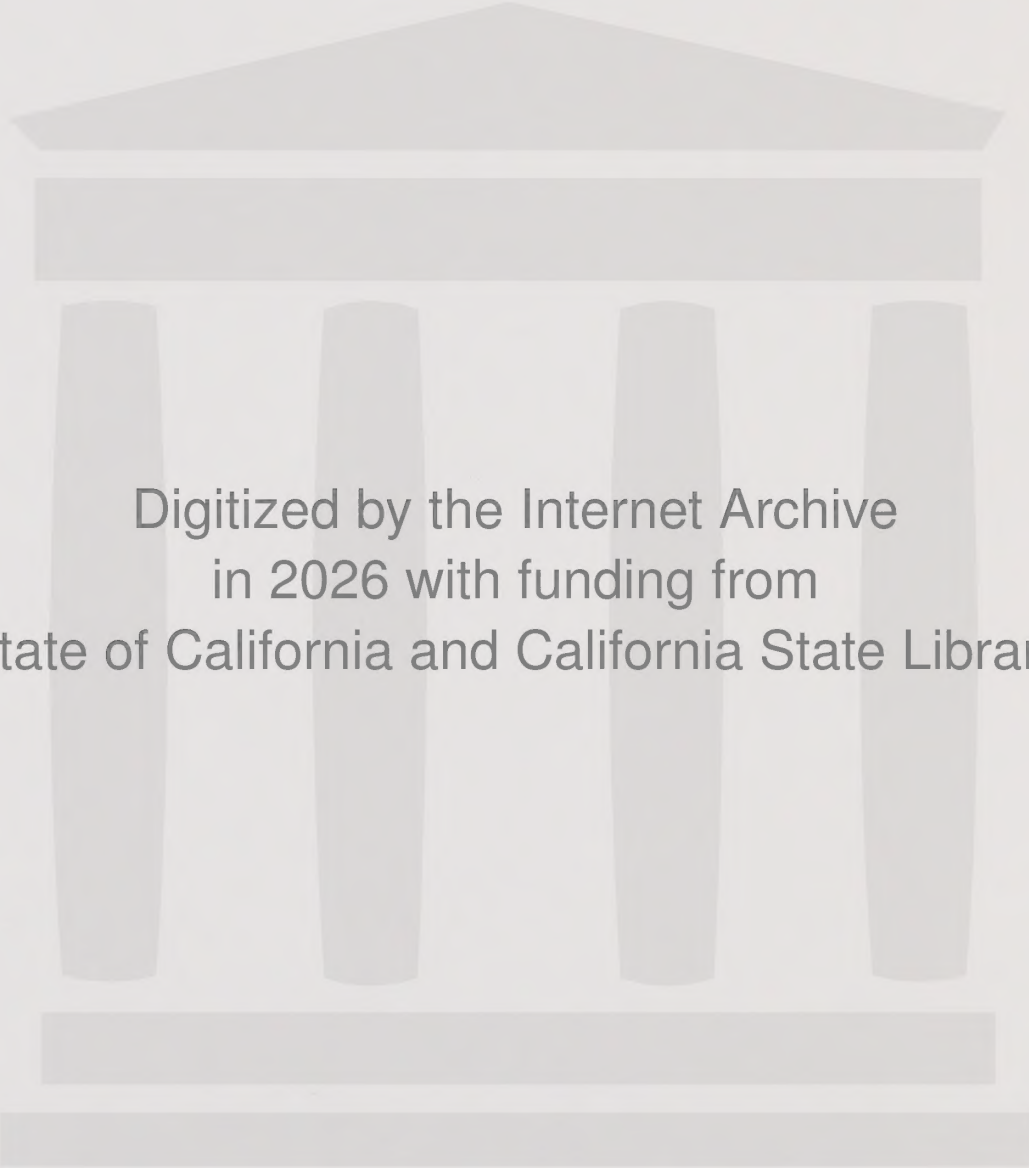


Residential Design Guidelines for the City of San Jose

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THESE GUIDELINES HAVE BEEN DRAFTED IN THE EXPECTATION THAT THEIR USE WILL ENCOURAGE CREATIVITY AND RESULT IN A HIGH LEVEL OF RESIDENTIAL DESIGN QUALITY. TECHNIQUES AND MINIMUM STANDARDS FOR ACHIEVING QUALITY ARE IDENTIFIED. IT IS RECOGNIZED, HOWEVER, THAT THIS, OR ANY, SET OF GUIDELINES DOES NOT ENCOMPASS THE FULL RANGE OF POSSIBILITIES FOR EXCELLENCE. FOR THIS REASON, VARIATION FROM INDIVIDUAL GUIDELINES MAY BE CONSIDERED WHEN COMPENSATED BY A RELATED IMPROVEMENT WHICH CONTRIBUTES TO THE EXCELLENCE OF THE PROJECT.

TOWARD COMMUNITY

Residential Design Guidelines
for the City of San Jose

Prepared for the Department of City Planning by:

Daniel Solomon and Associates

APPROVED BY THE CITY COUNCIL, CITY OF SAN JOSE
NOVEMBER 18, 1986

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1992 UPDATE TO THE
RESIDENTIAL GUIDELINES
OCTOBER 1992

Introduction (Page 5)

Revise Applicability to read:

These design guidelines apply to all new higher-density residential development, which includes small-lot single-family detached houses (lot sizes of less than 6,000 square feet) and all attached typed of housing, in the City of San Jose. These guidelines do not apply to new development within the Downtown Core area or to single-family detached houses developed in conventional R-1 Zoning Districts. The City may allow exceptions to these guidelines on a case-by-case basis in downtown areas surrounding the Core. In other areas where an urban development pattern is existing or planned, the City may allow exceptions to these guidelines on a case-by-case basis. Such areas may include Housing Initiative sites, locations within Specific Plan areas, Neighborhood Business Districts and North San Jose.

Section 1 - Existing Neighborhoods (Page 9)

Revise intent to read:

Note that all of the principles and guidelines in this section may not be appropriate for new high-density residential development in downtown-area neighborhoods, or other areas where an urban development pattern is existing or planned (see Page 5 - Applicability). In these areas, emphasis will be on overall quality and compatibility with existing ~~single family homes~~ residential development.

Section 8 - Driveways and Entry Drives (Page 27)

Revise Guideline 8F(1) to read:

1. Minimum setbacks from the curbs of entry drives should be 10 feet for buildings and 18 feet for garage entries. Where sidewalks are provided, the width of the sidewalk must be added to the setback. Minimum clear width (excluding car overhangs) for sidewalks should be at least 4 feet.

Section 9 - Parking, Parking Drives, Parking Courts (Page 29)

Revise Guideline 9A Parking Ratios to read as follows:

The number of parking spaces for new residential projects should conform to the Planning Commission's residential parking space Standards listed above in Table 9A.

Projects in areas where an urban development pattern is established or planned (see Page 5 - Applicability) may have reduced parking ratios, subject to review and consideration by the City on a case-by-case basis. Tandem parking may also be appropriate for projects which meet these criteria, subject to review and consideration by the City on a case-by-case basis.

Revise Guideline 9K - Pedestrian Access to read:

Landscape bulbs should, wherever possible, align with major building entrances to provide pedestrian access to the building entrance from the parking court or drive. Bulbs that align with entrances should be at least 2 car spaces wide and should include a pathway as well as a verticle landscape or architectural element, for example, a trellis or a tree [Fig. 9L-2].

On sites adjacent to or near a light rail station, pathways should be constructed on the project site to provide convenient access to rideshare pickup, transit stops and nearby services. When developments are adjacent to City and County parks and trails, pedestrian and bicycle connections should be incorporated into the site circulation.

Walkways should be separated from automobile traffic and parking lots by landscaping and shade trees. Where no physical separation between pedestrian and vehicle circulation is proposed, the material, texture, and color of walkways should be clearly different than that of vehicular areas, especially where pedestrian and vehicle circulation coincide or intersect.

Section 14 - Grading (Page 39)

Revise Guideline 14H to read:

Grading should not occur within the drip line of an ordinance size tree that merits preservation or within 10 feet of the bank of a riparian corridor unless such grading is approved by a landscape architect to avoid any damage to trees or riparian corridors. Changes in elevation between the dripline and the immediate surrounding site area should be minimized.

Section 15 - Solar Access Design

Add to beginning of Intent, as follows:

The Solar Orientation guidelines outlined below were developed as a part of the Sustainable City Strategy, aims at reducing the future energy use of the City's residents. They are intended to encourage residential developers to consider solar access as an element of project design. They are somewhat experimental in nature and will be reviewed during the next update of the Guidelines, to determine their effectiveness and effect on the development review process.

As stated in the preamble to the Residential Design Guidelines, variation from individual guidelines may be considered when compensated by a related improvement which contributes to the excellence of the project.

Achieving the solar orientation design goals identified below would qualify as such a compensating factor and would qualify a project for other possible Guideline variations. Such variations would be considered on a case-by-case basis.

Add definitions to read:

(Definitions)

Solar friendly trees are trees which cast minimal shade on south-facing glazing during the winter months. Examples of solar friendly vegetation includes deciduous trees which fully lose their leaves and have relatively low density branching during the winter.

Solar access is the unobstructed availability of direct sunlight at solar noon on December 21st.

Replace Solar Site Design Guidelines 15A through 15F with the following:

GUIDELINE 15A: SOLAR ORIENTATION FOR SINGLE AND MULTI-FAMILY HOUSING

The following site design guidelines are encouraged for street, lot and building orientation:

1. Residential streets should be oriented within 30 degrees of true east/west axis to the highest degree possible. Proper solar orientation of the streets should result in lots and dwellings achieving the proper solar orientation. (see figure 1.)
2. The long axis of the building should be oriented so that the broad face of the building is south-facing.
3. The solar oriented building units should be designed so that the glazing areas facing south are maximized and have solar access.

Illustrations, building and site design tips are provided in the Solar Access Design Manual.

GUIDELINE 15B: OVERALL DEVELOPMENT DESIGN

New residential projects should be designed so that a minimum percentage of all subsequently constructed residential housing units have proper solar orientation and solar access as given in the following:

<u>Density Range</u>	<u>Solar Orientation Goal</u>
<u>Up to 10 units/acre</u>	<u>80% of housing units</u>
<u>>10 to 25 units/acre</u>	<u>65% of housing units</u>

>25 units/acre

No requirement although developments are encouraged to use passive solar and cooling designs.

Exemptions from or adjustments to this guideline will be allowed when the following site conditions exist.

1. Steep slopes: 20% or greater in slope when facing a direction greater than 45 degrees east or west of true south.
2. Existing street orientations, road stubs, or grading requirements prevent solar orientation of residential streets.
3. Application of the solar access design guidelines would result in the reduction of allowed housing density based on compliance with other required residential design guidelines.
4. Physical site constraints, such as stream courses or other natural features, prevent the solar orientation of streets or buildings.
5. Compliance with this guideline would prevent compliance with other required residential design guidelines.

GUIDELINE 15C: SOLAR ACCESS OF EXISTING RESIDENCES

New project buildings should not be located in positions that will result in substantial shading of existing adjacent private open spaces. This Guideline is to discourage shading of adjacent properties while retaining for the review process a decision based on the circumstances of each case.

GUIDELINE 15D: SOLAR FRIENDLY LANDSCAPING

The use of solar friendly trees is encouraged in all new landscaping plans to provide shade during the warmest months of the year while allowing solar access during the winter months. Non-solar friendly vegetation, such as evergreen trees, are allowable as landscaping to the extent that they do not interfere with the Solar access provided for by Guideline 15A. Solar friendly trees should be consistent with the City's Landscape and Irrigation Guidelines.

Section 16 - GARBAGE AND RECYCLING ENCLOSURES (PAGE 41).

Revise intent to read:

Enclosures for garbage containers and recycling collection carts are required except when the project includes accessible rear yard locations or separate compartmentalized space for individual garbage containers or collection carts.

Revise Guideline 16A to read:

Garbage and recycling collection enclosures should be:

1. Located away from existing adjacent residences and new unit entries and windows.
2. Combined into one enclosure wherever possible.
3. Convenient to dwelling units which they serve.
- ~~3.~~ 4. Designed to provide screening without the necessity of a gate.
- ~~4.~~ 5. Designed to foster personal security.
- ~~5.~~ 6. Located for convenient access by garbage trucks and collection trucks.
- ~~6.~~ 7. Bordered by landscaping along their inaccessible sides.
- ~~7.~~ 8. Constructed of durable materials, preferably masonry for the walls and solid metal for the doors.
9. Located so as to not result in a reduction in minimum required parking spaces. Garbage and recycling collection enclosures shall not be placed behind parking spaces or in front of fire hydrants.
10. Designed to provide collection staging areas for bins, in projects such as those with parking garages which have enclosure areas not directly accessible by truck. These staging areas may be accommodated either on-site or on an adjoining street and should not result in visibility or safety impacts.
11. Designed so both the garbage containers and the recycling carts can be emptied at anytime without requiring the removal of the other bin to do so.

Add Guideline 16B to read:

Guideline 16B Specific Design Features

Garbage Enclosures & Recycling Collection Facilities

1. Driveways which lead to and from garbage enclosures and recycling collection facilities should be built to handle heavy trucks.
2. Turn arounds or other solutions which allow trucks to move forward rather than backward should be included whenever possible.
3. Stress pads shall be provided for all enclosures/facilities. Stress pads shall be placed in a reasonable location where the truck will stop and pick up the containers.
4. Aprons should extend out from the enclosure and be the width of the enclosure.
5. Enclosure pad and apron should consist of reinforced concrete.
6. Trash enclosure pads and aprons should slope so as to drain water out of and away from the enclosure.
7. Enclosure walls should be built out of durable materials such as reinforced masonry or concrete block. Chain link fencing, with or without slats is not acceptable. All enclosure gates shall be solid metal. Wood gates or chain link is not acceptable.
8. All enclosures should be architecturally integrated and compatible with the primary buildings they are designed to serve.
9. Enclosures shall be a minimum of 6 feet high. The height of the enclosure should be extended above the top of the container if the container is 6 feet or above in height.
10. All enclosures should include wheel stops set back a minimum of 10 inches from each wall to prevent damage to the interior walls.
Angle and extend the wheel stops inward to the edge of the enclosure opening to protect the wall edge or posts at the gate opening.
11. In addition to the required garbage bin(s), space needs to be allocated for recycling bins in a given enclosure. Size of collection bins will vary depending on the type of residential project and frequency of pick up.
12. Maximum walking distance to an enclosure/facility from a given unit for which it is designed to serve should be 150 feet or less.
13. Separate person entrances to the enclosures/facilities should be utilized wherever possible.
Garbage and recycling collection enclosures and recycling facilities shall not be placed behind parking spaces or in front of fire hydrants.

14. All attached units should provide adequate space in the kitchen area, to collect mixed recyclables.

Section 22 - Cluster Housing (Page 62)

Revise Guideline 22A.1 Setbacks to read:

Setbacks along the perimeter of a project area governed by the guidelines in Section 5 and by Guidelines 1A, 1B, and 1C in Section 1.

Rear setbacks of buildings, including garage faces, from drives may be 0 feet, provided that there is at least one 9 net square-foot planter area containing a tree or large shrub located between every two parking stalls or at least every 20 feet. Due to the small size of these landscape pockets, no utilities or meter boxes should be placed in them.

Section 23 - Podium Cluster Housing (Page 64)

Revise intent to read:

Landscaping on the top of the podium should attempt to mask the artificial character of the podium. Naturalistic landscaping that includes earth-berms, mature trees and shrubs, and decorative paving materials is preferred to landscaping in planters with walking surfaces directly on the slab. Designs should include provisions for preserving existing trees, either by keeping portions of the site as open space or by building around them.

The density of these projects does not lessen the requirements for privacy and dwelling orientation for sunlight and view. Designs should avoid massings of units that create long, unbroken walls on the project perimeter.

The open sides of the garage on the project periphery and within the project should be screened from public view, especially along public streets, with sufficiently wide setbacks for generous landscaping.

Projects which have ground floor or partially depressed parking should provide an active and visually attractive streetscape.

Characteristic densities for podium cluster housing range from 25 to 40 dwelling units per net acre.

Revise Guideline 23A.4 - Podium Setbacks to read:

The minimum setbacks for the parking garage from site property line are:

FRONT25 feet
SIDE10 feet
REAR20 feet

(if top of podium is at or below grade at nearest property line).....5 feet

Recognizing that high density urban projects typically have reduced or no setbacks from adjoining public streets, the City may allow exceptions to these Guidelines for perimeter and setbacks and landscaping adjacent to a street, for projects in downtown areas surrounding the core, on Housing Initiative sites, within Specific Plan areas, located along Neighborhood Business District, in North San Jose, and in other areas where an urban development pattern is established.

Revise Guideline 23B.1 Garage Placement to read:

Parking garages should be located not less than 4 feet below the grade of the nearest property line {Fig. 23B.1-1}. This rule will be waived if the perimeter setbacks listed in Guideline 23A.4 are doubled and the garage is screened from public view by earthberms or landscaping [Fig. 23B.1-2].

All ramp profiles should conform to current City standards.

Buildings built over parking should be visually and solidly "anchored" to the ground; the building should not appear to "float" over the parking area. Parking at grade level completely under a building is discouraged unless the parking spaces and aisles are completely enclosed within the building or completely screened with walls and landscaped berms.

Parking structure walls adjacent to other residential properties (existing or planned) should not have any openings through which sound may be transmitted.

Revise Guideline 23C.1 - Balcony and Corridor circulation to read:

Common exterior balconies and corridors that provide access to units should not require circulation past adjacent unit windows and entries.

Outdoor stairways from project exterior/off-site should be limited to first floor units only. All other units should be accessed from the interior of the project. Single entries for an entire project may be appropriate in more urban areas in order to achieve urban design objectives. Multiple entries may be appropriate in more suburban contexts where maximization of space is not as critical. Large, unarticulated building masses are discouraged.

Revise Guideline 23E.1 - Garage Security to read as follows:

Any open side of the garage level above grade should be secured from illicit entry.

The interior of parking garages should be painted in light colors and provided with adequate interior lighting. Light sources within the garage should not be visible outside the garage.

Section 24 - Corridor Buildings (Page)

Revise Guideline 24A.1 - Setbacks to read as follows:

Site setbacks along the perimeter of a project are governed by the guidelines in Section 5 and by Guidelines 1A, 1B, and 1C.

In more dense urban areas such as surrounding the downtown Core, and other areas where an urban development pattern is existing or planned, however, these site setbacks may be waived on a case-by-case basis consistent with existing or planned development.

Add Guideline 24E.1 - Podium Setbacks

The minimum setbacks for the parking garage from site property line are:

- FRONT25 feet
- SIDE10 feet
- REAR20 feet
(if top of podium is at or below
grade at nearest property line).....5 feet

Add Guideline 24F.1 - Garage Placement

Parking garages should be located not less than 4 feet below the grade of the nearest property line. This rule will be waived if the perimeter setbacks listed in Guideline 24E.1 are doubled and the garage is screened from public view by earthberms or landscaping.

All garage ramp profiles should conform to current City standards.

Buildings built over parking should be visually and solidly "anchored" to the ground; the building should not appear to "float" over the parking area. Parking at grade level under a building is discouraged unless the parking spaces and aisles are completely enclosed within the building or completely screened with walls and landscaped berms.

Parking structure walls adjacent to residential properties should not have any openings through which sound may be transmitted. Light fixtures within structures should be designed so that the light source is not visible from off-site.

Any open side of the garage level above grade should be secured from illicit entry. The interior of parking garages should be painted in light colors and adequate interior lighting should also be provided.

Add Guideline 24G.1 - Guest Parking

At least 10% of the on-site parking spaces should be available for guest use.

Add Guideline 24H.1 - Service Areas to read as follows:

Where possible, loading areas for deliveries and residents moving in and out of a project, should be incorporated into project site design/layout.

DOC:RESGUIDEJR

JR:mt

**1990 CITY COUNCIL CHANGES
TO THE RESIDENTIAL GUIDELINES
SEPTEMBER 1990**

Section 5 - SITE SETBACKS (Page 16).

Revise TABLE 5-1 to read:

	Residential Structure
	1 Story
Single	
Family Rear	20' <u>10'</u>
Yard	

Section 6 - STREET FRONTAGE (Page 19).

Add GUIDELINE 6H to read:

Units located away from the street, as in flag lots, should maintain a presence to the street. This may be accomplished by placing the rear building so that it is visible from the street, by building massing, or by entry monuments at the street.

Section 8 - DRIVEWAYS AND ENTRY DRIVES (Page 27).

Add GUIDELINE 8G to read:

Shared driveways should be used when one or more units are located behind another unit. The garages for all the units should take access from the shared driveway, rather than from the street with individual driveways. Guest parking for units not having street frontage should be provided at each unit.

Section 9 - PARKING, PARKING DRIVES, PARKING COURTS (Page 29).

Revise TABLE 9A to add note to **2 bedrooms** to read:

Units that are designed to function as dual master bedroom units,(ie bedrooms of similar size, a bathroom for each bedroom either accessed from within the bedroom or immediately adjacent to it, and closets of similar sizes.) should include additional parking per unit.

Revise GUIDELINE 9P to read:

Enclosed garages that front on parking drives should have tree pockets of not less than 9 net square feet in area between garage doors every 2 parking spaces. The area above the tree pockets should remain unobstructed to allow for the future growth of the tree. Underground utility lines should not be located under the tree pocket. Utility vaults located in tree pockets do not count towards the 9 net square feet.

Section 12 - FINISH MATERIALS (Page 36).

Revise GUIDELINE 12A to read:

The exterior materials and architectural details of a single building should relate to each other in ways that are traditional and/or logical. For example, heavy materials should appear to support lighter ones. A single building should be stylistically consistent. For example, "Spanish" details are consistent with stucco buildings with mission tile roofs; period trims on otherwise contemporary-style buildings are inappropriate. Detailing the front of a building(false front detailing) is discouraged, especially where the side and rear building elevations are visible from circulation ways.

Section 17 - SINGLE FAMILY DETACHED HOUSES (Page 47).

Revise GUIDELINE 17A.3 to read:

Minor architectural projections may project into any setback or building separation by at most 2 feet for a length not to exceed 10 feet in length, nor more than 20 percent of the wall length.

Add GUIDELINE 17.A.4 to read:

BUILDING MASSING The roof of a two story building should slope toward the side property lines to provide greater light and air between buildings when the separation between the second floors of the two adjoining buildings would be less than 15 feet.

Add GUIDELINE 17B.3 to read:

TRELLIS AND PORCH DESIGN A trellis and entry porch should be architecturally integrated with the unit design, including using similar materials, and colors.

Section 18 - PAIRED DWELLINGS (Page 51).

Revise GUIDELINE 18A.3 to read:

Minor architectural projections may project into any setback or building separation by at most 2 feet for a length not to exceed 10 feet in length, nor more than 20 percent of the wall length.

Add GUIDELINE 18B.3 to read:

TRELLIS AND PORCH DESIGN A trellis and entry porch should be architecturally integrated with the unit design, including using similar materials, and colors.

Section 19 - ROWHOUSES (Page 56).

Revise GUIDELINE 19A.3 to read:

Minor architectural projections may project into any setback or building separation by at most 2 feet for a length not to exceed 10 feet in length, nor more than 20 percent of the wall length.

Add GUIDELINE 19B.3 to read:

TRELLIS AND PORCH DESIGN A trellis and entry porch should be architecturally integrated with the unit design, including using similar materials, and colors.

Section 20 - GARDEN TOWNHOUSES (Page 59).

Revise GUIDELINE 20A.3 to read:

Minor architectural projections may project into any setback or building separation by at most 2 feet for a length not to exceed 10 feet in length, nor more than 20 percent of the wall length.

Section 21 - ENTRY COURT TOWNHOUSES (Page 61).

Revise GUIDELINE 21A.3 to read:

Minor architectural projections may project into any setback or building separation by at most 2 feet for a length not to exceed 10 feet in length, nor more than 20 percent of the wall length.

Section 22 - CLUSTER HOUSING (Page 63).

Revise GUIDELINE 22A.3 to read:

Minor architectural projections may project into any setback or building separation by at most 2 feet for a length not to exceed 10 feet in length, nor more than 20 percent of the wall length.

Section 23 - PODIUM CLUSTER HOUSING (Page 65).

Revise GUIDELINE 23A.3 to read:

Minor architectural projections may project into any setback or building separation by at most 2 feet for a length not to exceed 10 feet in length, nor more than 20 percent of the wall length.

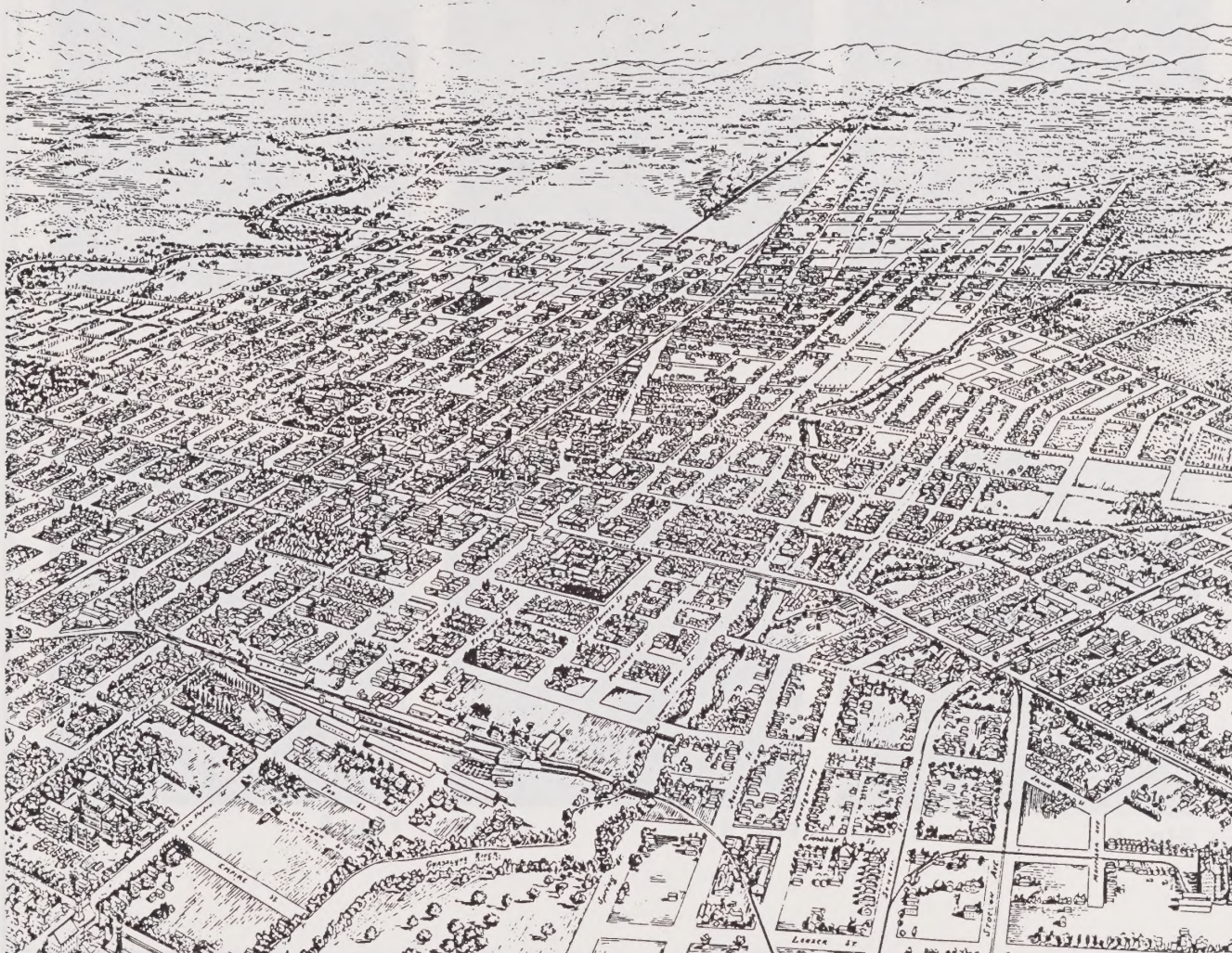
Section 24 - CORRIDOR BUILDINGS (Page 66).

Revise GUIDELINE 24A.2 to read:

Minor architectural projections may project into any setback or building separation by at most 2 feet for a length not to exceed 10 feet in length, nor more than 20 percent of the wall length.

SUPPLEMENT OF THE DAILY MERCURY.
JAN. 1. 1892.

SAN JOSE
CALIFORNIA, 1892.



WHY DESIGN GUIDELINES?

This book is the product of collaboration among the consultant team, staff of the San Jose Department of City Planning, San Jose Planning Commission, City Council, and a large number of citizens, builders, architects and engineers who have generously donated time and knowledge. The design guidelines contained in this book address the private residential environment of the citizens of San Jose and the public world created by their dwellings in aggregation. The subject matter of the design guidelines is both the quality of housing and the quality of the city itself. The idea that housing should be the subject of specific and detailed guidelines is one that has evolved over the past several years in response to San Jose's characteristic patterns of growth.

Starting in the early 1960s planning procedures in many communities responded to the desires of developers and architects who found the preceding generation of zoning and subdivision controls rigid and overly prescriptive. The planning

practices that evolved in the mid-1960s allowed designers of large projects to develop their own standards for building form, configurations of open spaces, and parking and circulation patterns. Proponents of these practices argued that the creativity of individual designers responding to the specific conditions of sites would permit land to be used more efficiently, setbacks and yards to be aggregated into meaningful spaces, and buildings to be clustered in ways that better served the interests of residents and developers.

The population of San Jose approximately doubled between 1965 and 1985, and the city provides a vivid illustration of the type of community produced by the planning and development conventions of those years. There is no doubt that the combination of planning practice and market forces has accomplished much that is positive in the recent past. A considerable portion of San Jose housing is exemplary with

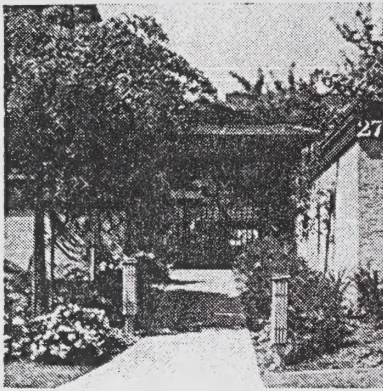


Fig. 1



Fig. 2

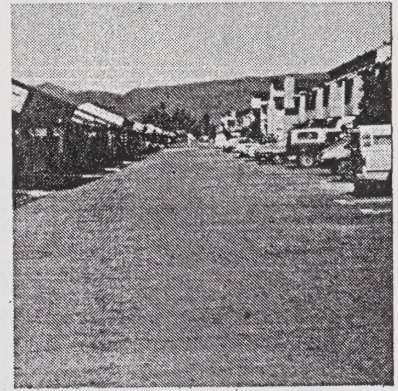


Fig. 3

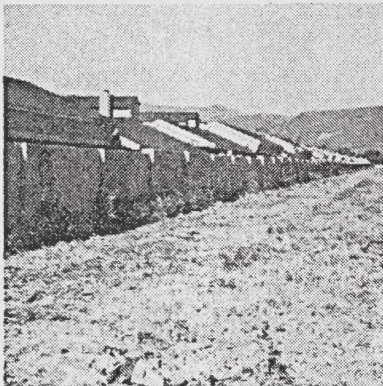


Fig. 4

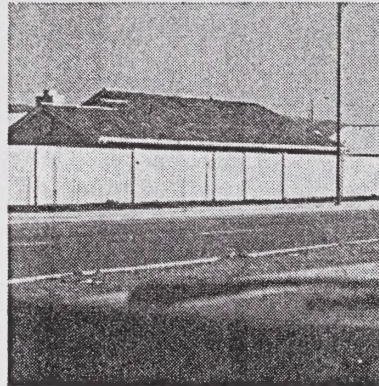


Fig. 5

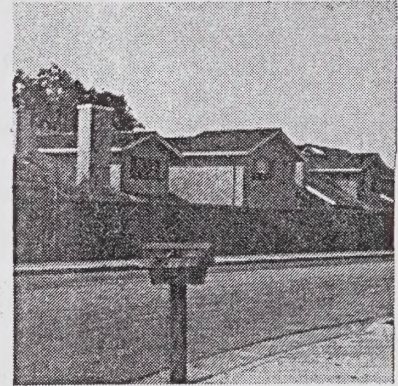


Fig. 6

respect to its unit design, relationships of units to open space, security, and amenities [Figs. 1, 2]. What recent housing tends not to address, however, are the relationships of dwellings to one another within a project and the quality of community that new housing creates in aggregation. At its most negative this community takes the form of isolated enclaves, separated from adjacent properties by perimeter parking drives [Fig. 3, 4] and walled off from public streets [Figs. 5, 6]. The public world is reduced to walls and garages, and the isolated nature of the housing enclaves tends to deprive them of context, history and community.

San Jose, to a far greater degree than most communities, is heterogeneous in the kinds of housing environments it provides and the contexts into which new housing must fit. San Jose is urban and non-urban, dense and sparse. It has isolated enclaves of housing and integrated neighborhoods, settings that are lush

and settings that are harsh. There are detached houses, rowhouses, garden apartments, courtyard buildings, and high-rises. There are places in which change would be welcome and places that should be protected from change. San Jose has areas of vacant land and many established neighborhoods in which the fit between new and existing buildings is vitally important to the people who live there. No single, universally applicable set of guidelines can address all of these conditions.

These guidelines to shape the future of San Jose housing are based upon a system of classification of design elements, of context, and of building type. Garden apartments along a noisy motorway cannot be governed by the same criteria that apply to rowhouses on quiet streets in an established neighborhood. Standards should distinguish between areas of the city in which matching the setbacks, height limits, and densities of surrounding development is important

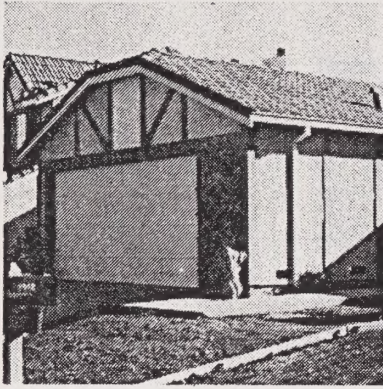


Fig. 7

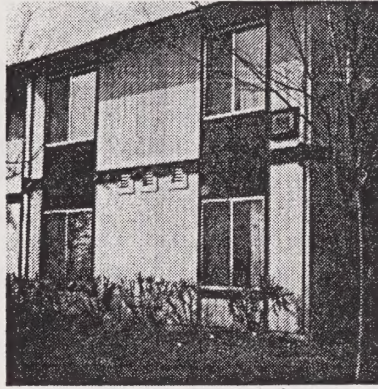


Fig. 8

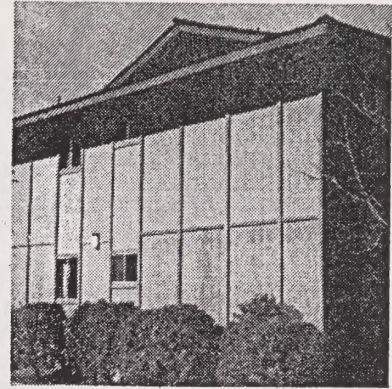


Fig. 9

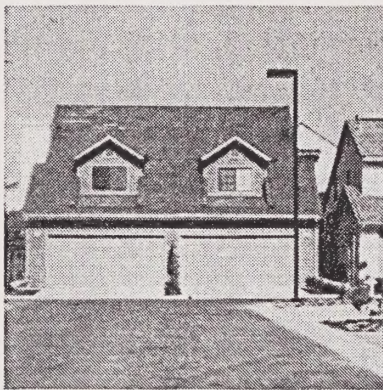


Fig. 10

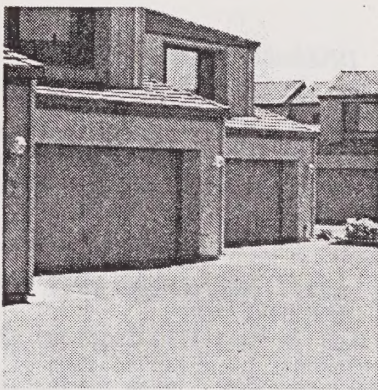


Fig. 11



Fig. 12

to preserve the integrity of neighborhoods and those places where the imposition of such rules would inhibit desired growth.

San Jose is too large and too heterogeneous for guidelines to have a specific stylistic intent. There are, however, items of building form and design that can properly be regulated. Some simple directives can eliminate the misuse of decorative materials, clashing materials, and piecemeal embellishment of facades [Fig. 7]. Simple directives can address the problem of underarticulated, barracks-like buildings [Fig. 8, 9], or jumbled, maze-like complexes [Fig. 9].

Most importantly, the guidelines are specific in crucial areas that govern the relationships of projects to their surroundings: existing neighborhoods, public streets, public open spaces, and other new projects. The guidelines also specifically govern the internal relationships between individual dwellings,

groups of dwellings, common open space, streets, circulation and parking. Parking is addressed in ways that will eliminate the barren processions of garage doors that characterize many residential projects [Figs. 10, 11, 12].

San Jose illustrates with as much clarity as any city the planning principles that have shaped the growth of American towns since World War II. The housing component of this growth was governed first by subdivision standards codified by the FHA in the 1940s and later by the planned development procedures which supplanted them. Critical evaluation of the radical changes that have accompanied growth has led to a growing sophistication in planning practice. These new guidelines build on the experience of the recent past and will assist planners, developers, and architects to achieve through their collective efforts a quality of townscape that has often proved elusive through the period of postwar growth.

HOW TO USE THIS BOOK

This book is divided into three parts, plus an introduction. The introduction addresses in general terms the question of why the City of San Jose is implementing design guidelines. The three ensuing parts present the specific guidelines.

PART I: RELATIONSHIP TO SURROUNDINGS

The guidelines in Part I, Sections 1-6, deal with the perimeter areas of new residential projects, that is, with how new residential development should relate to its surroundings. In many cases new development will occur within established neighborhoods. The character and functional relationships of these neighborhoods should be respected and reinforced by new projects.

PART II: INTERNAL ORGANIZATION

The guidelines in Part II, Sections 7-16, deal with the internal organization of new residential development. The objective of the City design review process is to ensure that the relationships of units to each other and to other on-site uses are both functional and attractive.

PART III: ADDITIONAL GUIDELINES FOR SPECIFIC HOUSING TYPES

The guidelines in Part III, Sections 17-24, deal with elements peculiar to each of eight specific housing types. Both perimeter and interior conditions are addressed as required.

Each of the 23 sections is divided into three parts:

DEFINITION

This provides a brief explanation of the elements of a residential project (Parts I and II) or of the specific housing type (Part III) governed by the guidelines in the section. (Sometimes no definition is needed.)

INTENT

This describes in broad terms the background for and objectives of the guidelines. The statements of intent will be used by the Department of City Planning's project review staff and by the Planning Commission and City Council in making judgements about the appropriateness of proposed designs in those areas where judgements are necessarily subjective and not susceptible to fixed or numerical guidelines.

GUIDELINES

The number of guidelines varies from section to section. Guidelines are intended to be applied as stated but alternative measures which meet the objective of the guideline may be considered.

GUIDELINES THAT USE THE TERMS "ENCOURAGED" OR "DISCOURAGED":

These guidelines identify objectives that are desirable but not required.

APPLICABILITY

These design guidelines apply to all new higher-density residential development, which includes small-lot single-family detached houses (lot sizes of less than 6000 square feet) and all attached types of housing, in the City of San Jose. These guidelines do not apply to new development within the Downtown Core Area, and the City may allow exceptions to these guidelines on a case-by-case basis in downtown areas surrounding the Core. They also do not apply to single-family detached houses developed in conventional R-1 zoning districts.

WHERE SHOULD YOU LOOK?

SECTIONS 1-4 apply only to specific conditions that may or may not apply to the site in question. Look over these sections for their applicability to the proposed development.

SECTIONS 5-16 apply to all new residential development. Always study these.

SECTIONS 17-24 apply to specific types of housing. Consult that section that most nearly fits the type of housing proposed to be built in the project. If one project contains more than one housing type, then all sections applicable to the various housing types in the project should be consulted.

COMPLIANCE

Even full compliance with all applicable guidelines may not always ensure approval of a project by the City. Some of the qualitative elements of project design cannot be fully addressed by fixed guidelines. Guidelines are minimums, and in some cases the developer may be required to provide more than the minimum in order to meet the stated intents.

PART I

RELATIONSHIP TO SURROUNDINGS

The guidelines in this part are intended to ensure that patterns of growth and change do not destroy the character of established neighborhoods, that aggregations of new projects constitute true neighborhoods, not isolated enclaves, and that features of the natural landscape are treated with sensitivity and respect.

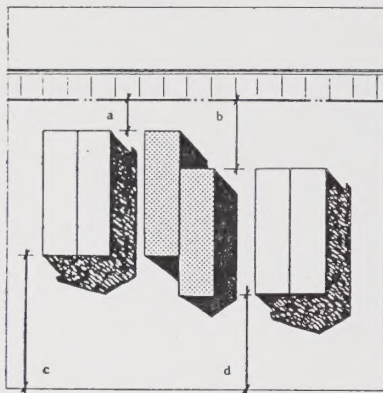


Fig. 1B-1. Method 1: Stepping setbacks to match adjacent buildings.

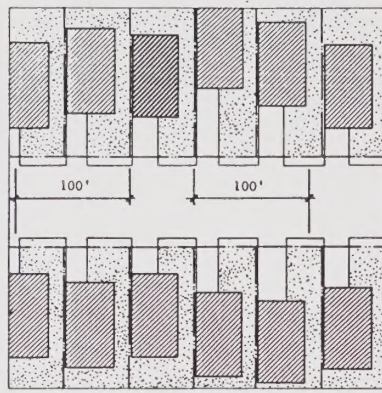


Fig. 1A. Method 2: Average of all setbacks within 100 feet, both sides of street.

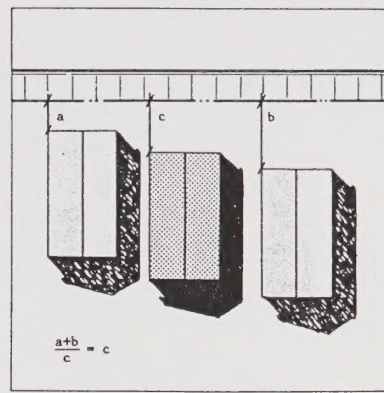


Fig. 1B-2. Method 3: Average of setbacks of adjacent buildings.



SECTION 1 EXISTING NEIGHBORHOODS

INTENT

Existing neighborhoods in San Jose contain many desirable attributes that it is the intent of these guidelines to protect and reinforce. In existing neighborhoods transitions between new projects and their surroundings should enhance the quality of the existing neighborhood. Building height, mass, and site setbacks should be compatible. To the extent that it is possible, new residential projects should be integrated with the existing neighborhoods adjacent to them. Designs should avoid the separation caused by high, solid fencing, large expanses of open parking or the blank walls of buildings.

Transitions between existing and new projects of differing densities should be gradual. The height and mass of new projects should not create abrupt changes from those of existing homes and buildings. Site setbacks of new projects from public streets should continue the prevailing setback patterns of adjacent homes and buildings.

The perimeter areas of new projects should be planned to avoid disturbing existing adjacent residential uses. The protection of the privacy of adjacent residents and the minimization of environmental intrusions should be a major consideration in the design of new projects. Potentially disturbing uses within new projects, such as trash enclosures, entries to large aggregated parking areas, or noisy common spaces, should be located in areas away from the outlook of adjacent homes.

Where existing neighborhoods have architectural distinction and/or established functional or landscape patterns, new development should acknowledge and incorporate representative characteristics of the surroundings.

Heavy commercial or industrial uses, such as factories, service stations, and parking lots, as well as freeways and railroad lines, are incompatible with residential uses. Efforts to buffer new projects from incompatible uses are appropriate.

Note that all of the principles and guidelines in this section may not be appropriate for new high-density residential development in downtown-area neighborhoods. In these areas, emphasis will be on urban character, overall quality and compatibility with existing single family homes.

GUIDELINE 1A: RELEVANT SETBACKS

Site setbacks of residential projects should be either:

1. Equal to the average setback of all residences and buildings on both sides of public streets within 100 feet of the property lines of the new project [Fig. 1A], or;
2. Equal to the average of the two immediately adjacent buildings [Fig. 1B-2].

GUIDELINE 1B: SETBACK AVERAGING

In cases where averaging between two adjacent existing buildings is chosen, the new building may be averaged in a stepping pattern between the setbacks of adjacent buildings [Fig. 1B-1], or the new building's entire frontage may be built on the average setback line [Fig. 1B-2].

GUIDELINE 1C: BUILDING HEIGHTS

The height of new buildings within 100 feet of the property lines of new residential projects adjacent to existing neighborhoods of single-family houses should be no more than two stories in height, and, between 100 and 200 feet, no more than three stories. Story height should be measured from existing grade of adjacent property at the nearest property line to the new building.

GUIDELINE 1D: SETBACKS FROM SINGLE-FAMILY HOUSES

New buildings should be set back at least 20 feet from any existing private rear yards in an established neighborhood. In addition, new cluster, podium cluster and corridor buildings should be set back 20 feet from any single-family detached property line.

GUIDELINE 1E: NEW LANDSCAPING

New landscaping in existing neighborhoods should respect and incorporate any distinctive elements of the existing landscaping. Pattern and plant types should equal or exceed the quality and intensity of surrounding landscaping.

GUIDELINE 1F: FUNCTIONAL RELATIONSHIPS

New development should continue the functional, on-site relationships of the surrounding neighborhood. For example, in older neighborhoods common patterns that should be continued are entries facing the street, front porches, and parking at the rear.

GUIDELINE 1G: ARCHITECTURAL CHARACTERISTICS

New development in existing neighborhoods should incorporate distinctive architectural characteristics of surrounding development, for example: window and door detailing, decoration, materials, roof style and pitch, finished-floor height, porches, bay windows, and the like.

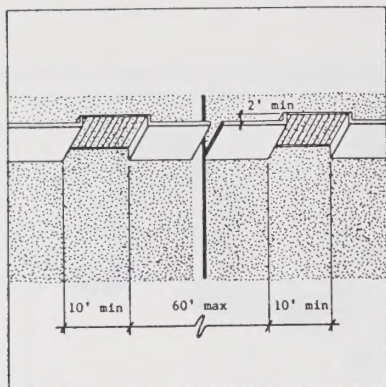


Fig. 2B-1. Combination 1: Change in plane and open fence.

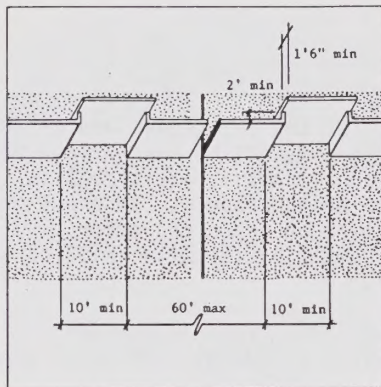


Fig. 2B-2. Combination 2: Change in plane and change in height.

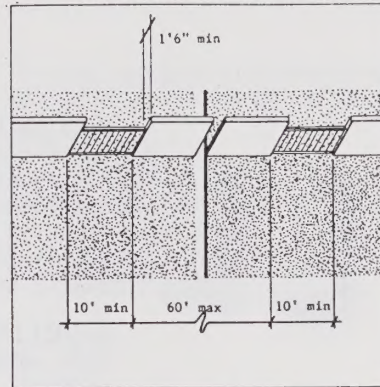


Fig. 2B-3. Combination 3: Change in height and open fence.

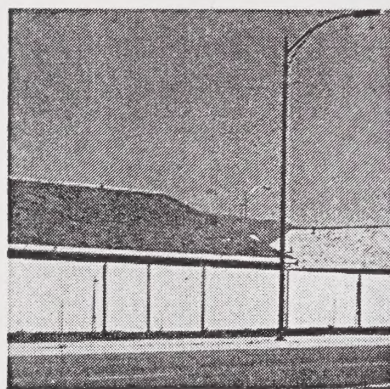


Fig. 2H-1. Wall with lesser quality of finish and detail.

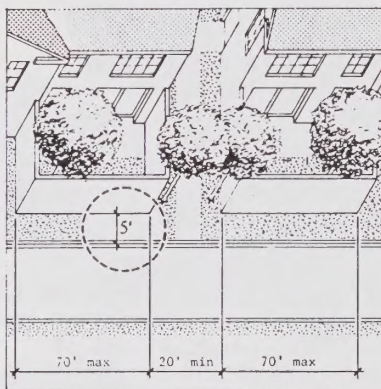


Fig. 2G. Permitted reduced setback.



Fig. 2H-2. Wall with high quality of finish and detail.

SECTION 2 PERIMETER WALLS AND FENCES

DEFINITION

Walls are defined as solid stucco or masonry barriers greater than 3 feet high. Fences are defined as solid wood barriers greater than 3 feet high. Open fences are defined as wood and metal fences greater than 3 feet high and more than 50% open.

INTENT

Long walls and fences around new residential projects, especially those along public streets, tend to turn them into isolated enclaves within the larger community [Figs. 4, 5, 6, page 2]. While walls and fences can be used to provide security, privacy, sound attenuation, and control of views, these same goals can usually be achieved by other means. Wider setbacks and open spaces, frontage roads [Fig. 7-2, page 23], and landscaped drives or courts are desirable and effective alternatives. Areas of landscaped common open space within a project should, whenever possible, be visible from the street. Continuous perimeter walls should be avoided if

other types of fencing, for example, individual walls around private patios, can be used instead. Continuous perimeter walls should be considered only in extreme circumstances when there is no alternative means of creating an acceptable living environment.

GUIDELINE 1F: FUNCTIONAL RELATIONSHIPS

New development should continue the functional, on-site relationships of the surrounding neighborhood. For example, in older neighborhoods common patterns that should be continued are entries facing the street, front porches, and parking at the rear.

GUIDELINE 1G: ARCHITECTURAL CHARACTERISTICS

New development in existing neighborhoods should incorporate distinctive architectural characteristics of surrounding development, for example: window and door detailing, decoration, materials, roof style and pitch, finished-floor height, porches, bay windows, and the like.

GUIDELINE 2A: HEIGHT

Fences and walls should be no more than 7 feet high, except when adjacent to freeways, expressways, railroads, or incompatible uses, or when they are required for sound attenuation. Where the fence is engaged to a retaining wall, this guideline may require special interpretation.

GUIDELINE 2B: ARTICULATION

Walls 70 feet or longer should incorporate at least two of the following for at least 10 feet at intervals of 60 feet or less [Figs. 2B-1, 2B-2, 2B-3]:

1. A minimum 2-foot change in plane.
2. A minimum 1-foot 6-inch change in height.
3. A section of open fence.
4. For walls required for sound attenuation, a change in material or substantial change in texture may be substituted for 2 or 3.

This guideline does not apply to walls along freeways and may not apply to walls along expressways.

GUIDELINE 2C: NON-PERMISSIBLE LOCATIONS

Solid walls and fences are not permitted between public streets and open spaces or public or semi-public areas within a project. Swimming pools, recreational areas, and areas requiring sound attenuation are exempted from this guideline.

GUIDELINE 2D: LIMITATIONS ON SOUND WALLS

Sound attenuation walls should not be used unless they are required by other City or State policies for mitigation of unacceptable noise levels and no other alternative is available.

GUIDELINE 2E: GATES

Gates in walls or fences over 100 feet in length between public streets or open spaces and public or semi-public areas within a project are encouraged.

GUIDELINE 2F: LANDSCAPED SETBACK

Walls and fences continuous for more than 70 feet along public streets must have a minimum 10-foot landscaped setback from the property line (8 feet for changes in plane that implement Standard 2B.1). This landscaping should be installed by the developer and should be maintained by the project along all minor streets and along major streets that provide access to the project.

GUIDELINE 2G: REDUCED LANDSCAPED SETBACK

The landscaped setback may be reduced to 5 feet from a street or drive for walls and fences not continuous for more than 70 feet and separated from adjacent segments of wall or fence by more than 20 feet of common open space, living space, building entrance, or other architectural feature [Fig. 2G].

GUIDELINE 2H: MATERIALS AND DETAILING

Walls visible from public streets should be constructed of durable, high-quality materials and should display a high level of quality in finish and detail [Fig. 2H-2]. In general, such walls should be constructed of unit masonry or should match the project building architecture. Walls with a lesser quality of finish and detail [Fig. 2H-1] may be considered for approval if they are continuously screened by landscaping.

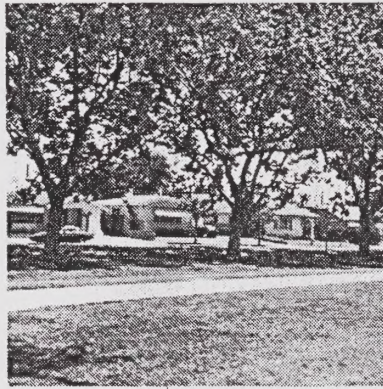


Fig. 3-1. Open view recommended.
Houses fronting on park recommended.

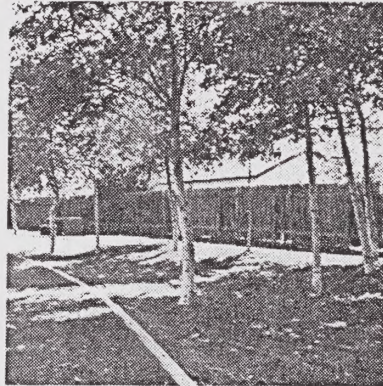


Fig. 3-2. Closed view discouraged.
Houses backing up to park not permitted.

SECTION 3 PARK FRONTAGE

INTENT

New residential development adjacent to planned or existing parks or other public open spaces, such as natural creeks, riparian areas, or the landscaped grounds belonging to schools or other public facilities should provide maximum visibility of such areas. In addition, maximum public access should be provided to public parks and open spaces in conformance with the General Plan and other City policies and practices [Figs. 3-1, 3-2].

Public access to and visibility of public parks, as well as separation of residences from public parks for the purpose of security, is achieved through the use of public park frontage roads. Where frontage roads are not feasible, other methods that provide similar access and visibility may be used. These include, but are not limited to, private streets, bike and pedestrian paths, horse trails, and the placement of common open space or recreation facilities adjacent to the public open space. In all cases, elements of the adjacent public open space that extend onto the project site,

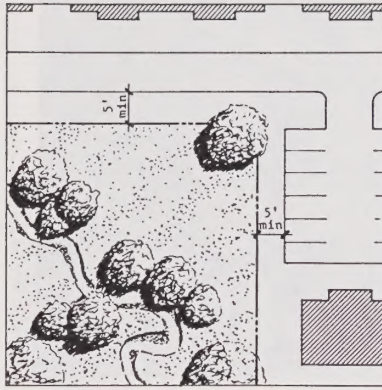


Fig. 3B. Street and parking setbacks.

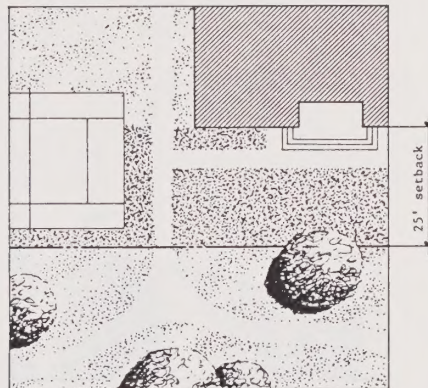


Fig. 3C. Active uses recommended in 25-foot setback.

such as creeks or riparian areas, should be preserved.

GUIDELINE 3A: LIMITATIONS ON WALLS/FENCES

No walls or solid fences will be permitted between public open spaces and roads adjacent to them within a project.

GUIDELINE 3B: PRIVATE STREET AND PARKING SETBACKS

Private streets, drives, parking drives, and parking courts should be set back a minimum of 5 feet from parks and public open spaces [Fig. 3B].

GUIDELINE 3C: PRIVATE OPEN SPACE SETBACKS

Where a frontage road is not feasible, buildings, including garages and carports, and the private open spaces associated with them should be set back a minimum of 25 feet from parks and public open spaces to reduce the risk of vandalism and theft [Fig. 3C]. Active uses, such as entries or recreation facilities, in the 25-foot setback area are encouraged in order to foster natural surveillance of the transitional area between public and private uses.



SECTION 4 HILLSIDE DEVELOPMENT

INTENT

The hillside of the Santa Clara Valley are a valuable resource. They should be protected from overly dense or inappropriate development that would destroy their beauty or create problems of erosion. Projects on buildable slopes should be carefully planned to respect the lay of the land. The guidelines in this section typically address perimeter conditions but will also apply to the internal organization of a project.

The following principles apply to all hillside development. Incremental terracing [Fig. 4-1] is preferable to wide step-terracing [Fig. 4-2]. Housing type, unit configuration, and unit orientation should be chosen to avoid massive regrading of existing slopes. Deep, narrow lots that are perpendicular to the slope are inappropriate. Flat-pad buildings should not be placed on sloping sites. A substantial portion of grade differential on sloping sites should be accommodated within buildings [Fig. 4-3].

GUIDELINE 4A: APPLICABILITY OF OTHER GUIDELINES

All of the guidelines in Section 14: Grading apply also to hillside sites. -

GUIDELINE 4B: LIMITATIONS ON GRADING

Grading for new projects on hillside sites should not vary more than 3 feet in height from the existing grade. Exceptions to this guideline may be permitted if all of the conditions described below exist:

1. The natural terrain and surrounding terrain do not constitute an important, fragile and desirable resource. (Very few sites are this important.)
2. There are no significant trees or other natural features such as rock outcroppings or knolls that grading will disturb.
3. The finished grading will satisfy the intent of all other hillside and grading guidelines.

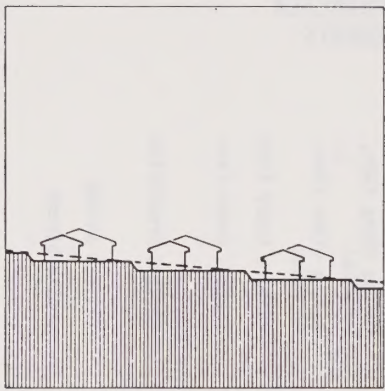


Fig. 4-1. Incremental terracing recommended.

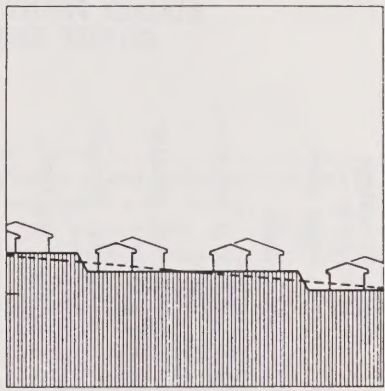


Fig. 4-2. Wide step terracing discouraged.

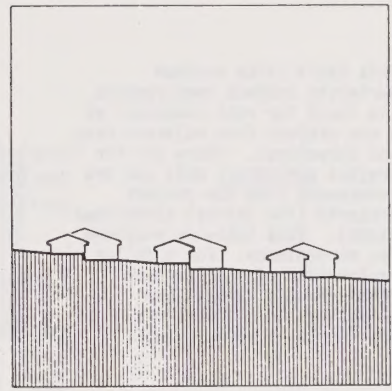


Fig. 4-3. Split-level buildings recommended.

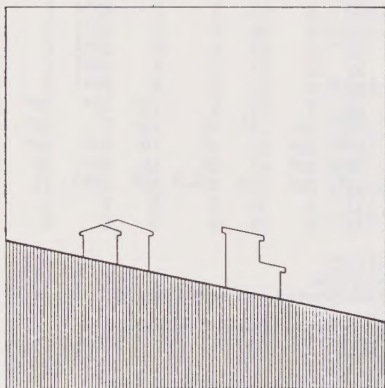


Fig. 4G-1. Recommended.

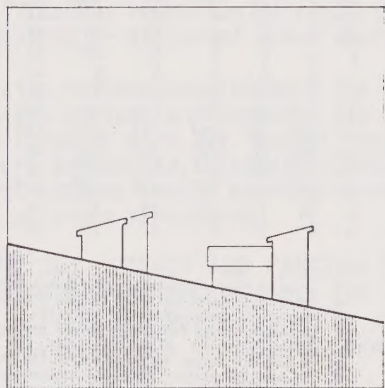


Fig. 4G-2. Not recommended.

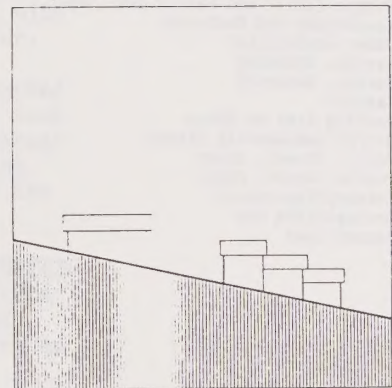


Fig. 4G-3. Recommended.

GUIDELINE 4C: CUT-AND-FILL SLOPES

Where cut-and-fill slopes are unavoidable, they should be sculpted to blend with the adjacent terrain.

GUIDELINE 4D: PERIMETER GRADING

No grading should occur within 10 feet of any project boundary unless such grading is similar to existing or reasonably anticipated adjacent grading.

GUIDELINE 4E: PONY AND RETAINING WALLS

Pony and retaining walls visible from any point off the site or from any major common area within the project, including parking areas, should be limited in height to no more than 7 feet at any point.

GUIDELINE 4F: SUPPORTIVE STRUCTURE

Supportive structure under a building should not be left visible from outside of the site, except

when it is designed to be aesthetically integrated with the overall building design.

GUIDELINE 4G: ROOF LINES

Roof lines that pitch or step in opposite directions to the slope of the land are discouraged [Figs. 4G-1, 4G-2, 4G-3].

GUIDELINE 4H: GARAGE FRONTAGE ADJUSTMENT

The limitations on the percentage of building frontage devoted to garages in single-family detached houses (Guideline 17B.1), paired dwellings (Guideline 18B.1), and rowhouses (Guideline 19B.1) may be adjusted for lots whose front-to-back slope exceeds 20%. Any such adjustment will, however, be contingent upon the incorporation of other compensating design features in the housing design.

MINIMUM PROJECT PERIMETER
SETBACK REQUIREMENTS

This table lists minimum perimeter setback requirements (in feet) for each component of a new project from adjacent uses and structures. These are for project perimeters only and are referenced from the project property line (except asterisked items). This table is provided for convenience. For a fuller explanation of site setback requirements, consult the guidelines in the sections applicable to your project.

ADJACENT USES:

PROJECT COMPONENTS	Common Open Space	Active Recreation Facility/Area	Private Open Space	Balcony/Deck	Residential Structure, 1 Story	Residential Structure, 2 Stories	Residential Structure 3 Stories	Garage Entry Face, Attached	Garage Other Face, Attached	Garage Entry Face, Detached	Garage Other Face, Detached	Carport Entry Face	Carport Other Face	Parking Area/Drive	Private Street	Public Street
Public Open Space	0	0	25	15	25	25	25	31	25	31	0	31	5	5	5	0
Common Open Space	0	0	0	5	5	5	10	31	5	31	0	31	5	5	5	0
Private Open Space	0	10	0	10	5	10	20	31	5	31	0	31	5	5	10 ¹	10 ¹
Single-Family Rear yard	0	10	0	25	20	20	100	36	5	36	M	36	10	10	10 ¹	Z
Balcony	0	10	0	20*	20*	20*	20*	31	5	31	0	31	5	5	10	Z
Single-Family and Paired Dwellings	0	20	0	15	20 ⁷	20 ⁷	100	36	5	36	5	36	10	10	20* ¹	Z
Townhouses and Rowhouses	0	20	0	10	M	M	M	31	5	31	0	31	5	5	20* ¹	Z
Other Residential	0	10	0	M	5	10	10	31	5	31	0	31	5	5	20* ¹	Z
Garage, Attached	0	0	0	5	5	5	10	31	5	31	0	31	5	5	20* ¹	Z
Garage, Detached	0	0	0	5	5	5	5	31	5	31	0	31	5	5	20* ¹	Z
Carport	0	0	0	5	5	5	5	31	5	31	0	31	5	5	20* ¹	Z
Parking Area or Drive	0	0	10 ¹	10	10	10	10	31	5	31	0	31	5	10*	10*	10*
Narrow Residential Street	0	10	10 ¹	18 ¹	15 ³	18 ³	30	18 ³	10	40*	10*	18 ³	10	10*	5	10*
Public Street, Minor	0	10	10 ¹	20	20 ³	20 ³	30 ³	23	10	40*	10*	23	10	10	10*	10*
Public Street, Major	0	10	10 ²	20	35 ^{8,9}	35 ^{8,9}	35 ^{8,9}	41	20	60*	20*	41	20	15	15*	10
Freeway/Expressway	0	10	10 ⁵	30	35 ⁸	35 ⁸	35 ⁸	41 ⁴	20 ^{5,6}	41 ⁴	20 ⁶	41 ⁴	20 ^{5,6}	20 ⁵	20* ⁵	10
Incompatible Use	0	0	10	20	10	10	15	31	5	31	0	31	5	5	5	Z
Vacant Land	0	0	0	5	5	5	10	31	5	31	0	31	5	5	5	0

* Item to item separation, not setback from property line.

M Match setback of existing similar structure or use, provided such setback does not exceed the range of common practice.

Z Setbacks should conform to normal zoning code requirements for type of adjacent use.

1. 5 feet for corner lot side and/or limited occurrence.

2. 20 feet for patios, decks and balconies.

3. Alternately must at least match average setbacks of existing residential buildings (adjacent and across street) within 100 feet.

4. 31 feet with sound wall.

5. 5 feet with sound wall.

6. 0 feet if incorporated into sound wall.

7. 5 feet or match existing for side to side if new project is single-family, paired dwellings or rowhouses.

8. 25 feet if average is 40 feet. 25 feet behind sound wall.

9. For major street, see also Guideline 5A.

Table 5-1.

SECTION 5
SITE SETBACKS

DEFINITION

Site setbacks are separations between the perimeter property line of a project and buildings, parking, or open space within the project.

INTENT

The continuance of existing patterns in established neighborhoods and the integration of new residential buildings into their surroundings are among the foremost goals of these design guidelines. Setbacks serve to buffer adjacent uses from the intrusions of new projects and to ensure that new projects continue existing patterns. Separations between buildings ensure light and air to dwelling units and protect the privacy of their occupants. Additionally, setbacks from adjacent properties or public streets are used to buffer individual units along the perimeter of new residential projects from noise or undesirable views. (For building separations within a project, see Part III.)

GUIDELINE 5A: BUILDING SETBACKS

Minimum site setback requirements for buildings from the property line of adjacent uses are:

1. Public Open Space.....25 feet
2. Single Family Residences.....20 feet (for side to side relationship when new buildings are single-family detached houses, paired dwellings or row-houses).....5 feet
3. Parking Drives.....10 feet
4. Narrow Residential Streets (front for single story).....15 feet (front for two story).....18 feet (for the side faces of single-family, detached houses, paired dwellings, rowhouses and townhouses).....10 feet
5. Minor Public Streets.....20 feet (for the side faces of single-family detached houses, paired dwellings, rowhouses and townhouses).....10 feet

6. Major Streets.....35 feet*
(behind a sound attenuation wall)..25 feet
(if average is 40 feet).....25 feet
(For the side faces of single
family detached houses, paired
dwellings and rowhouses).....20 feet
(one or two car garages,
side or rear face).....10 feet
7. Freeways or Expressways.....35 feet
(behind a sound attenuation wall 25 feet
(if average is 40 feet).....25 feet
8. All other Uses.....20 feet

(See also the individual Sections in Part III.)

*The 35-foot setback may be reduced on major streets if such a reduction is consistent with their existing or projected urban character.

Minimum site setback requirements for attached and detached garages and carports are the same as those found in Part III, except that garage and carport structures adjacent to existing similar structures should match or exceed the setbacks of those structures.

GUIDELINE 5B: STREET AND PARKING SETBACKS

Minimum site setback requirements for private streets, drives, courts, and parking areas from the property line of adjacent uses are as follows:

1. Public Open Spaces.....5 feet
2. Single Family or Detached
Houses or Paired Dwellings.....10 feet
3. Other Residential.....5 feet
4. Narrow Residential Streets.....5 feet
5. Parking Drives.....5 feet
6. Minor Public Streets.....10 feet
7. Major Streets.....15 feet
8. Freeways or Expressways.....20 feet
(behind a sound attenuation wall....5 feet
9. All Other Uses.....5 feet

GUIDELINE 5C: PRIVATE OPEN SPACE SETBACKS

Minimum site setback requirements for required private open spaces from the property line of adjacent uses are as follows:

1. Public Open Spaces.....25 feet
2. Residences.....0 feet
3. Parking Areas and Drives.....10 feet
4. Narrow Residential Streets.....10 feet
(for corner lot sides).....5 feet
5. Minor Public Streets.....10 feet
(for corner lot sides).....5 feet
6. Major Streets.....10 feet
(for patios, balconies and decks...20 feet
7. Freeways or Expressways.....10 feet
(for patios, balconies and decks...30 feet
(for patios behind a sound
attenuation wall).....10 feet
8. Balconies.....10 feet
(from balcony to balcony).....20 feet
9. Incompatible Uses
(rear yards and patios).....10 feet
(balconies and decks).....20 feet
10. All other uses.....10 feet



Fig. 6-1. Frontal orientation to street desirable.

SECTION 6 STREET FRONTAGE

INTENT

The City seeks to have animated streetscapes, not just walled traffic arteries. At the same time, the City recognizes the need to buffer new residential projects from busy streets. Therefore, except along the most heavily traveled streets and thoroughfares, the City will encourage projects with significant building frontage parallel to the street, unfenced open space along the street, and--for appropriate building types and in appropriate neighborhoods--individual unit and garage entries off the street. Frontal orientation, properly buffered, is desirable along all but the busiest streets, both inside a project and along its perimeter [Fig. 6-1]. Building orientation should not create residual pockets of arbitrarily shaped space along the street.

GUIDELINE 6A: BUILDING SETBACKS

Buildings containing living areas should be set back at least 35 feet from major streets, freeways, and expressways (25 feet minimum if average is 40 feet, or 25 feet behind a sound attenuation wall).

GUIDELINE 6B: REDUCED BUILDING SETBACKS

The 35-foot setback may be reduced on major streets if such a reduction is consistent with their existing or projected urban character.

GUIDELINE 6C: PRIVATE OPEN SPACE SETBACKS

The required portion (e.g. 600 square feet, 20-foot depth for single-family detached houses and paired dwellings) of private rear yards should be set back a minimum of 10 feet from major streets, freeways, and expressways. Patios and decks in their entirety should be set back 20 feet from major streets and 30 feet from freeways and expressways. Patios behind perimeter sound attenuation walls need be set back only 10 feet from these thoroughfares.

GUIDELINE 6D: BUILDING ORIENTATION

The major orientation of building within 40 feet of a street should be parallel to that street or to the prevailing pattern of existing property lines. This guideline is not intended to limit either the inclusion of architectural elements, articulation, or embellishments that may not align with the street or the inclusion in large projects of minor buildings that do not align with the street.

GUIDELINE 6E: STREET FACADES

If a side or rear elevation faces a street, it should be designed with the same care and attention to detail, and preferably in the same material, as the front [Fig. 12B, page 36].

GUIDELINE 6F: LIMITATIONS ON PARKING FRONTAGE

The total amount of open parking, driveways, carports, or garages adjacent to or facing a street is limited to the amounts listed in Part III.

GUIDELINE 6G: STREET TREES

The developer should plant street trees of an approved species and size along all public and private streets. There should be at least one tree for approximately every 25 feet of street frontage, depending on species, or least one tree for each lot abutting the street.



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Fig. 1-1. Example of a site plan.
Fig. 1-2. Example of a site plan.
Fig. 1-3. Example of a site plan.

PART II

INTERNAL ORGANIZATION

The guidelines in this part deal with the ways in which building design and site planning affect the private quality of life and the public or commonly shared environment within projects.



SECTION 7 STREETS

DEFINITION

Streets provide circulation routes for vehicles and the primary pedestrian access to dwelling units. Street references in these guidelines are based on the following categories of street:

Narrow Residential Street: For access to a limited number of abutting properties; may be public or private; see Guidelines 7A and 7B below [Figs. 7A-2, 7A-3, 7A-4, 7A-5, pp. 24-25].

Minor Public Street: Standard, typical public street for residential neighborhoods; primary purpose is to provide access to abutting properties.

Collector Street: Primary purpose is to provide access from minor streets to major streets and other large thoroughfares; also provides access to abutting properties. (These guidelines treat collector streets as minor public streets.)

Major Street: All those streets defined in the General Plan as major collector (four lanes only) or arterial; typically these streets are four to six lanes and generally vary from 80 to 130 feet in right-of-way width.

Expressway: Primary purpose is to move through traffic; restricted access or no access to abutting properties.

Freeway: Primary purpose is to move through traffic; no access to abutting properties.

At the perimeter of a project along a major street, a frontage road [Fig. 7-1] is preferred to a perimeter fence or wall as a means of buffering residences from the major street. Where a project adjoins a public park, a park frontage road [Fig. 7-2] is a means of providing

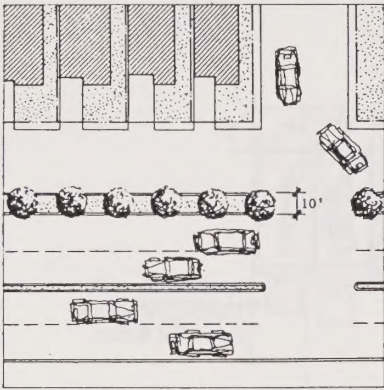


Fig. 7-1. Frontage road along major street.

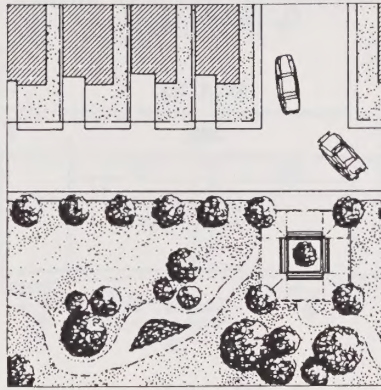


Fig. 7-2. Park frontage road.

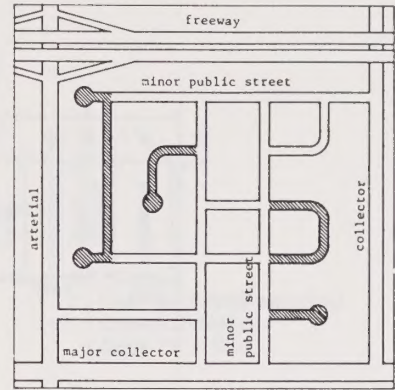


Fig. 7A-1. Appropriate locations for narrow residential streets.

visibility and public access to the public park while at the same time providing separation of residences from the park for the purpose of security. Frontage roads and park frontage roads will generally be categorized as either narrow residential streets or minor public streets.

INTENT

Streets, as opposed to parking drives, are the preferred means of vehicular access to parking and to dwelling units. Streets should look inhabited. Building entrances along them should be prominent, landscaping should be generous, and living spaces should face or overlook them.

New project streets should connect with adjacent public streets to form a continuous neighborhood network of streets.

Limited use of private streets is allowed in certain circumstances where the scale and character of the project depends on their use. The use of private streets does not give a "density bonus". The area of private streets should not be included in the net acreage used to calculate density in determining conformance with the General Plan.

The following street guidelines will act in conjunction with the guidelines for street frontages and the streetfront provisions described in Part III.

GUIDELINE 7A: NARROW RESIDENTIAL STREETS

The narrow residential street may be used where there is no potential for through traffic and the street will serve no more than 70 detached units or 100 attached units [Fig. 7A-1].

NARROW RESIDENTIAL STREET ALTERNATIVE 1

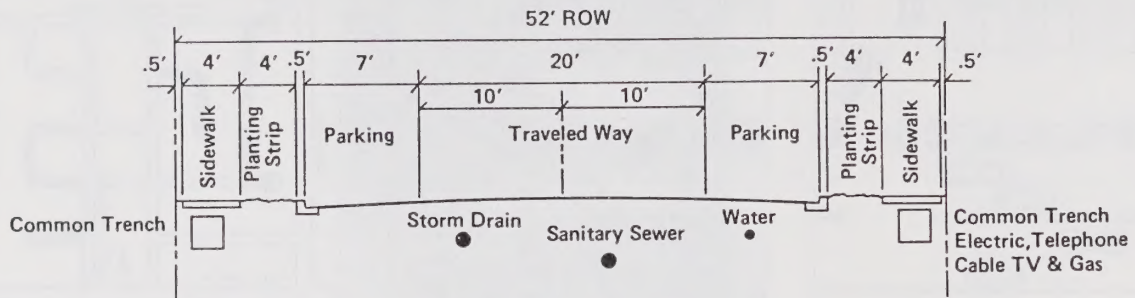


Fig. 7A-2.

NARROW RESIDENTIAL STREET ALTERNATIVE 2

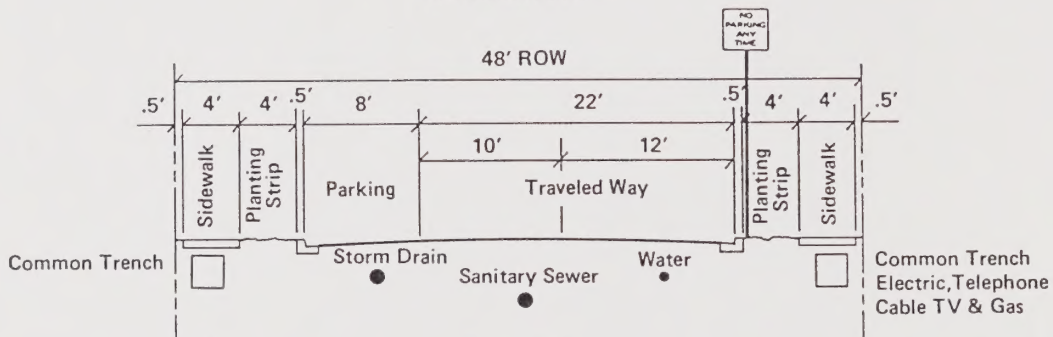


Fig. 7A-3.

GUIDELINE 7B: PRIVATE STREETS

Private streets should be used infrequently and will only be approved with planned development zonings and are subject to the following regulations:

1. All construction standards, including utilities and depth of pavement, must be equal to those required by the City for public residential streets at the same location.
2. Private streets should include appropriate design measures to distinguish them visually from public streets. Such measures may include gated, controlled entrances and/or the use of varied paving materials.
3. Private streets should include all of the elements of a public street under comparable circumstances. These elements include sufficient roadway for vehicular travel lanes and may also include on-street parking, sidewalks, and planting strips or other provisions for street trees.

NARROW RESIDENTIAL STREET ALTERNATIVE 3

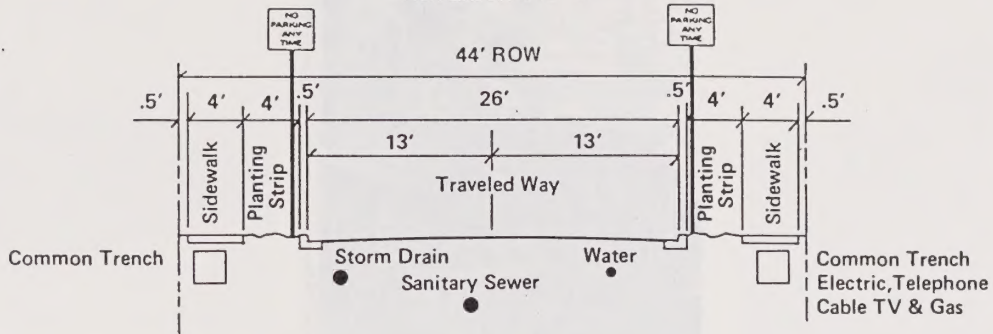


Fig. 7A-4

NARROW RESIDENTIAL STREET ALTERNATIVE 4

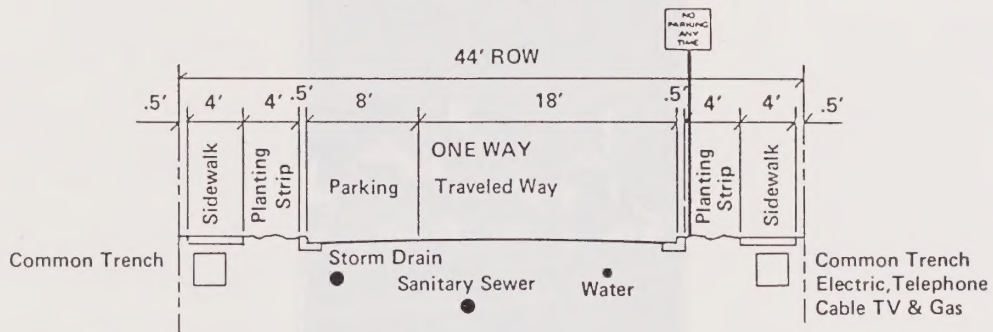


Fig. 7A-5

The use of private streets will be restricted to the following circumstances:

1. On sites of less than one acre (gross) in size, in an infill location, where it would be infeasible to extend the existing public street system.
2. On sites adjacent to land designated by the General Plan for non-urban uses, where grading should be minimized, and beyond which the City does not intend to extend public infrastructure.
3. In large residential projects (50 dwelling units or more) where one of the following conditions exist:
 - a. The project contains additional commonly owned facilities that will reinforce the role of a homeowners association and encourage the ongoing

maintenance activities necessary to minimize major repairs.

- b. The project is characterized by a low-density, rural atmosphere with minimal traffic demand.

GUIDELINE 7C: CONTINUITY OF STREETS

Public streets should be aligned so that they are continuous through adjacent residential developments, creating a network of neighborhood streets.

GUIDELINE 7D: FRONTAGE ROAD SEPARATION

Frontage roads at the perimeter of a project should be separated from adjacent public streets by a landscaped island or median not less than 10 feet wide [Fig. 7-1, page 23]. Guideline 10C deals with the quality of landscaping required.



Fig. 8-1. Recommended entry drive.



Fig. 8-2. Recommended entry drive.

SECTION 8 DRIVEWAYS AND ENTRY DRIVES

DEFINITION

Driveways and entry drives are used for vehicular circulation in projects not served by streets. Driveways are private roadways that provide vehicular circulation through a project and vehicular access to parking and dwelling units but do not provide the primary pedestrian access to units. Pedestrian access is typically from a separate pedestrian pathway system. Entry drives are private roadways but share some of the visual characteristics of streets [Figs. 8-1, 8-2]. They form the first leg of the private vehicular circulation system within garden townhouse and cluster housing projects.

INTENT

Driveways are intended to be used primarily for vehicular circulation and access and should be visually distinct from streets. Driveways may be bordered by parking, but efforts should be made to avoid their being visually dominated by parked cars. Common open spaces should be visible from driveways.

Entry into garden townhouse and cluster housing projects should not be through parking drives or parking courts. The entrance into such a project should have a streetlike character.

GUIDELINE 8A: DRIVEWAY/ENTRY DRIVE WIDTH

Standard driveways and entry drives with two-way traffic should be at least 26 feet wide. Driveways serving 4 or fewer units may have a reduced width of 12 feet.

GUIDELINE 8B: DRIVEWAY WIDTH REDUCTION

Where a driveway is not required for fire access, a reduction from 26 feet in width may be considered for approval.

GUIDELINE 8C: RELATIONSHIP TO OPEN SPACE

At least part of the common open space within a project should be accessible and visible from driveways and entry drives [Fig. 8C].

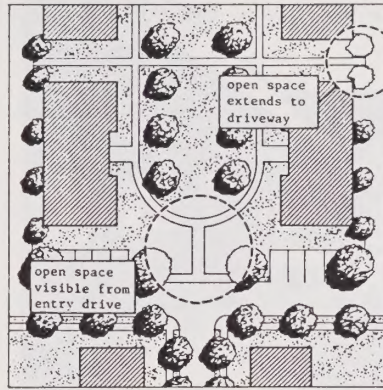


Fig. 8C. Recommended relationship to open space.

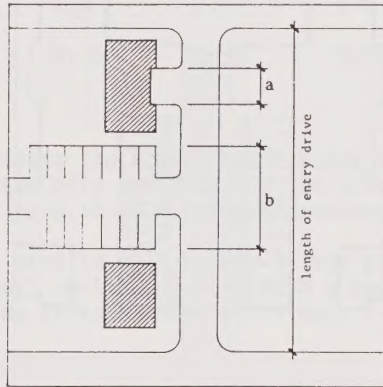


Fig. 8F. Sum of all parking frontages ($a + b$) no more than 50% of length of drive.

GUIDELINE 8D: ENTRY DRIVE REQUIREMENT

Entry drives are required for garden townhouse and cluster housing projects and should be long enough to provide a definite sense of arrival at the front door of a residential community.

GUIDELINE 8E: ENTRY DRIVE EXEMPTIONS

Entry drives usually are not required for:

1. Projects with units fronting directly onto perimeter streets, for at least 40 percent of the total project perimeter.
2. Very small projects (no more than 20 units)

GUIDELINE 8F: CHARACTER OF ENTRY DRIVES

The design of entry drives should include all of the following:

1. Minimum setbacks from the curbs of entry drives should be 10 feet for buildings and 18 feet for garage entries. Where sidewalks are

provided, the width of the sidewalk must be added to the setback.

2. No more than 50% of the frontage on either side of an entry drive may be devoted to parking uses [Fig. 8F].
3. At least one-half of the units within 50 feet of an entry drive should have their principal entrance on the side facing the entry drive.
4. Entry drives should have sidewalks on at least one side when the drive provides a direct pedestrian route to common open space in the project, to the neighborhood outside the project, or to public transportation.
5. Entry drives should have street trees on both sides, spaced approximately 25 feet apart, depending on species.
6. At least part of the common open space within a project should be accessible and visible from an entry drive.



Fig. 9-1. Parking drive with garages.



Fig. 9-2. Parking drive with carports.



Fig. 9-3. Parking drive with open parking.

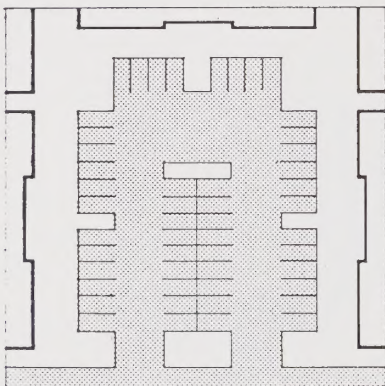


Fig. 9-4. Type 1 parking court: small parking lot.

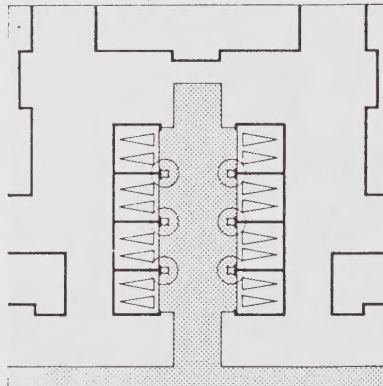


Fig. 9-5. Type 2 parking court: Dead-end area serving garages.

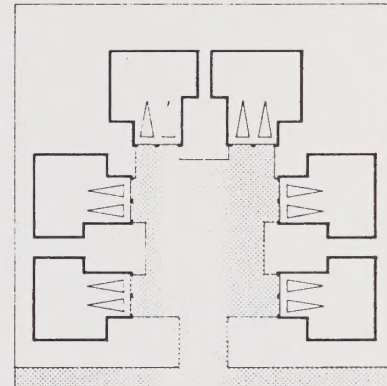


Fig. 9-6. Type 3 parking court: Entry court.

SECTION 9 PARKING, PARKING DRIVES, PARKING COURTS

DEFINITION

In higher-density projects, there are three means of accommodating parking: parking drives, parking courts, and garages within residential buildings.

Parking drives are driveways lined with parking spaces along significant portions of their length, whether in garages [Fig. 9-1], carports [Fig. 9-2] or open parking [Fig. 9-3].

Parking courts are of three types: (1) small parking lots with carports or open parking [Fig. 9-4]; (2) dead-end areas which provide direct vehicular access to a small number of garages which may or may not be attached to residential buildings [Fig. 9-5] (with primary pedestrian access occurring elsewhere); (3) areas around which both garages and living units cluster and which provide both primary pedestrian and vehicular access [Fig. 9-6]. (Type 3 parking courts are also termed entry courts.)

INTENT

Projects with either relentless parking drives or large parking aggregations are not

desirable. When cost considerations preclude parking within residential buildings, combinations of partial and interrupted parking drives and small, dispersed parking courts are a desirable alternative.

Parking courts are a desirable alternative to parking drives. The guidelines encourage small, discrete courts and discourage large parking lots which are not suitable for residential projects. For this reason the length and width of courts are limited.

The sight of long lines of parked cars or blank garage doors, unrelieved by planting areas and other types of screening, is undesirable. The guidelines encourage parking in discrete bays, discourage long drives, and seek to give them a streetlike character. When located on the periphery, parking drives isolate projects from their surroundings. Unless the new and existing adjacent uses are considered incompatible, the extent of perimeter parking drives should be minimized.

RESIDENTIAL PARKING SPACE STANDARDS

	*All Open Parking	1-Car Garage	2-Car Garage	2-Car Tandem Garage
Studio	1.4	1.3	2.2	2.4
1 Bedroom	1.5	1.7	2.3	2.5
2 Bedrooms	1.8	2.0	2.5	2.7
3 Bedrooms	2.0	2.2	2.6	2.8
3 Bedrooms + Add Per Bedroom	0.15	0.15	0.10	0.10

NOTE: Each apron space (in a private driveway located in front of an enclosed garage only and within front setback area) may be substituted for up to 0.15 of a required parking space.

* Open parking, as used in this table, is any parking provided outside an individual enclosed garage with a door and includes carports and parking garages under buildings.

Table 9A.

Carports and detached garages should be designed as an integral part of the architecture of projects. They should be similar in material, color, and detail to the principal buildings of a development.

GUIDELINE 9A: PARKING RATIOS

The number of parking spaces for new residential projects should conform to the Planning Commission's residential parking space Standards listed above in Table 9A.

GUIDELINE 9B: PARKING RATIOS FOR ELDERLY

The amount of parking required for any housing project for the elderly that provides substantial support service to a semi-dependent population should be at least 0.50 spaces per unit. For projects designed for more independent living, a minimum of 1 space per unit and 1 space per employee is required.

GUIDELINE 9C: PARKING SPACE/AISLE DIMENSIONS

The dimensions of parking spaces and aisles are regulated by the zoning code of the City of San

Jose. Aisles, like any driveway, should be 26 feet wide.

GUIDELINE 9D: PARKING DRIVES

In parking drives:

1. There should be no more than an average of 10 spaces of uninterrupted parking, whether in garages, carports, or open parking areas.
2. Each average of 10 spaces of parking should be separated from additional spaces by a landscaped bulb not less than 12 feet wide. Architectural elements, such as trellises, porches, or stairways, may extend into these landscaped bulbs [Fig. 9D-1, page 30].
3. When the average number of continuous parking spaces is reduced to 7, parking should be separated from additional spaces by a landscaped bulb 1 car space wide [Fig. 9D-2, page 30].

GUIDELINE 9E: PARKING COURT WIDTH

A parking court of any length should consist of no more than 2 double-loaded parking aisles adjacent to each other [Fig. 9E, page 30].

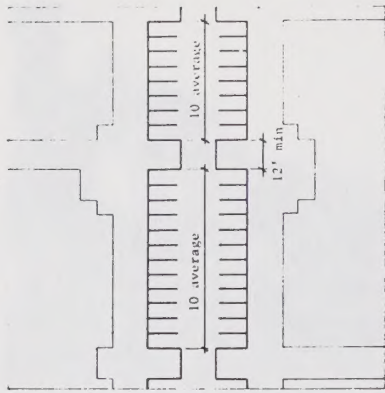


Fig. 9D-1. Landscape bulb 12 feet wide if bays in parking drive average 10 spaces.

All drawings on this page illustrate landscape elements or pedestrian ways aligned with architectural elements or entrances.

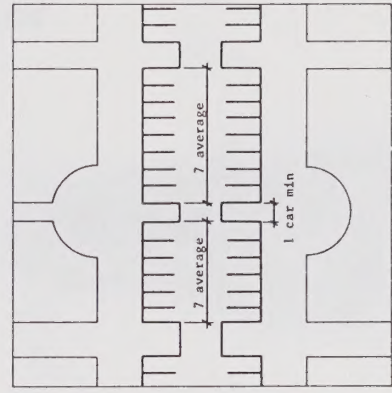


Fig. 9D-2. Landscape bulb 1 space wide if bays in parking drive average 7 spaces.

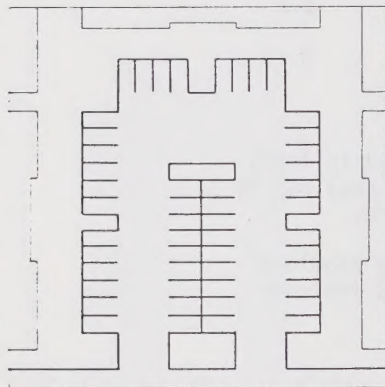


Fig. 9E. Maximum 2 aisles in parking court.

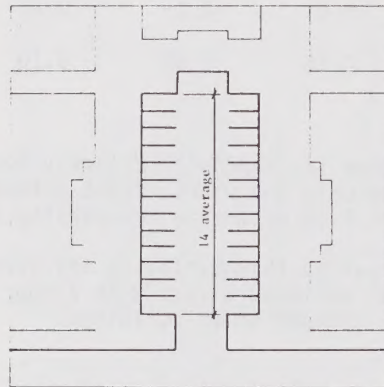


Fig. 9F-1. 14 spaces average in parking court bay.

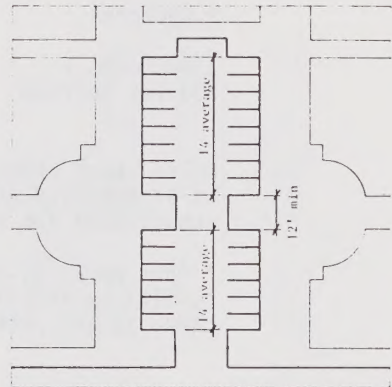


Fig. 9F-2. Landscape bulb 12 spaces wide between bays in parking court.

GUIDELINE 9F: PARKING COURT LENGTH

In parking courts:

1. There should be no more than an average of 14 parking spaces [Fig. 9F-1].
2. Each average of 14 spaces of parking should be separated from additional spaces by a landscape bulb at least 12 feet wide [Fig. 9F-2].

GUIDELINE 9G: PARKING COURT SEPARATIONS

Parking courts should be separated from each other by buildings or by a landscaped buffer not less than 30 feet wide.

GUIDELINE 9H: PARKING COURT LANDSCAPING

Type 1 and type 2 parking courts should be set back from adjacent streets, parking drives, and access roads they face by landscaped areas as described below:

1. For parking courts containing fewer than 18 cars, the width of the landscaped buffer should be 10 feet.
2. For parking courts containing 18 or more cars, the width of the landscaped buffer should be 20 feet.

GUIDELINE 9I: ENTRY COURT LANDSCAPING

For each unit served by a type 3 parking court (entry court), 200 square feet of landscaping should be provided in the court [Fig. 9I].

GUIDELINE 9J: LANDSCAPE BULB LOCATION

When required landscape bulbs can be made to line up with common open space, they should be, regardless of the number of cars in each bay (all of which still may not average more than 10 spaces).

GUIDELINE 9K: PEDESTRIAN ACCESS

Landscape bulbs should, wherever possible, align with major building entrances to provide pedestrian access to the building entrance from the parking court or drive. Bulbs that align with entrances should be at least 2 car spaces wide and should include a pathway as well as a vertical landscape or architectural element, for example, a trellis or a tree [Fig. 9L-2].

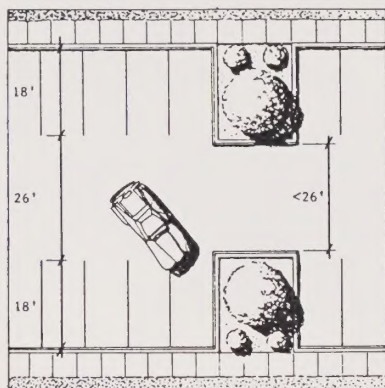


Fig. 9L-1. Reduced width at landscape bulb possible.

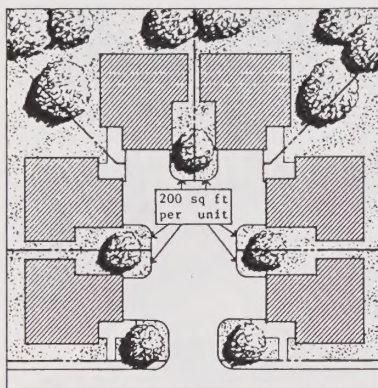


Fig. 9I. Required entry court landscaping.

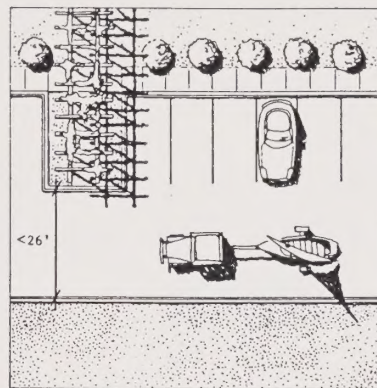


Fig. 9L-2. Reduced width at landscape bulb possible.

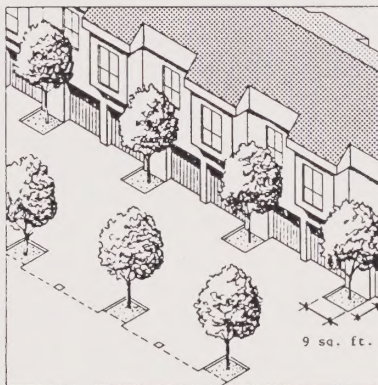


Fig. 9P. Garage frontage landscaping.

GUIDELINE 9L: REDUCED WIDTH AT LANDSCAPE BULBS

Where a parking drive or parking court is not required for fire access, a reduction in the width of the driveway between opposing landscape bulbs (Fig. 9L-1) or between a landscape bulb and a landscaped area [Fig. 9L-2] may be considered for approval.

GUIDELINE 9M: PROXIMITY TO UNITS

One required parking space should be located no more than a 150-foot walk from the dwelling unit it serves. Other required parking spaces serving a unit should, where possible, be no further than a 150-foot walk from the unit.

GUIDELINE 9N: OVERFLOW PARKING AREAS

When required parking cannot be entirely accommodated on single-family, paired dwelling, or rowhouse lots or on the street in front of them, remaining parking should be provided in small, conveniently located parking areas [see Figs. 17E.1-1, 18E.1-1; pages 48, 53].

GUIDELINE 9O: GARAGE ENCLOSURE

Individual parking spaces within residential

buildings should be enclosed behind garage doors.

GUIDELINE 9P: GARAGE FRONTAGE LANDSCAPING

Enclosed garages that front on parking drives should have tree pockets of not less than 9 net square feet in area between garage doors every 2 parking spaces [Fig. 9P].

GUIDELINE 9Q: DRIVEWAY APRON LENGTH

The length of a driveway apron in front of a garage door must be either 18 feet or more or 10 feet or less.

GUIDELINE 9R: AUTOMATIC OPENERS

Garages with parking aprons less than 20 feet in length should have automatic garage door openers and/or sectional roll-up doors.

GUIDELINE 9S: PROTECTION FROM HEADLIGHTS

Carports or open parking areas should be situated such that automobile headlights do not shine into the primary living areas of any dwelling unit.



SECTION 10 PLANTED AREAS

DEFINITION

All areas not covered by buildings, streets, drives, or hardscape are considered planted areas.

INTENT

Planted areas are used to frame, soften and embellish the quality of environment, to buffer units from noise or undesirable views, to break up large expanses of parking, and to separate frontage roads within a project from public streets. To accomplish these design objectives, landscape elements need a vertical dimension. Trees and tall shrubs are needed in addition to grass and groundcover. Trees can also be used to provide shading and climatic cooling of nearby units.

GUIDELINE 10A: DEVELOPER RESPONSIBILITY
Landscaping should be provided by the developer

in all planted areas except within single-family detached house lots, any rear yards or private patios, and, with approval, within paired dwelling lots.

GUIDELINE 10B: SETBACK LANDSCAPING

Landscaping should be provided by the developer in all setbacks between project walls and/or fences (see Guideline 2F) and the rights-of-way of public streets and sidewalks. This landscaping should be generous and should include trees and/or shrubs as well as groundcover.

GUIDELINE 10C: FRONTAGE ROADS AND LANDSCAPING

Islands or medians that separate frontage roads from public streets should be planted with trees and shrubs of sufficient density to form a solid screen at least 5 feet high and a continuous tree canopy [Fig. 10C].

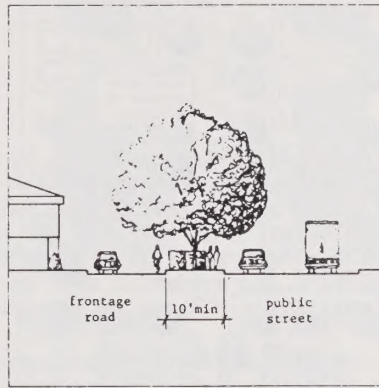


Fig. 10C. Solid screen and continuous trees canopy between frontage road and street.

GUIDELINE 10D: STREET TREES

The developer must plant street trees of an approved species and size along all public and private streets. There should be at least one tree for approximately every 25 feet of street frontage, depending on species, or at least one tree for each lot abutting the street.

GUIDELINE 10E: OPEN SPACE SETBACK LANDSCAPING

Private rear yards, patios, and balconies should be provided with an extra 10 to 20 feet of landscaped setback when adjacent to incompatible uses or close existing decks or balconies. These extra setback dimensions are built into Guideline 5C, Private Open Space Setbacks, Page 17.

GUIDELINE 10F: LANDSCAPE BULBS

Except where architectural elements extend into required landscape bulbs, each landscape bulb referred to in Guidelines 9J, 9K and 9L should be planted with one or more trees as well as groundcover. Shrubs may also be required.

GUIDELINE 10G: IRRIGATION

All trees and other landscaping should be provided with automatic irrigation.

GUIDELINE 10H: TREE PRESERVATION

Existing healthy major trees should be preserved and incorporated into the new project landscaping. Buildings should be located outside the drip line of major trees, and disturbance of roots and changes in ground elevation should be avoided.

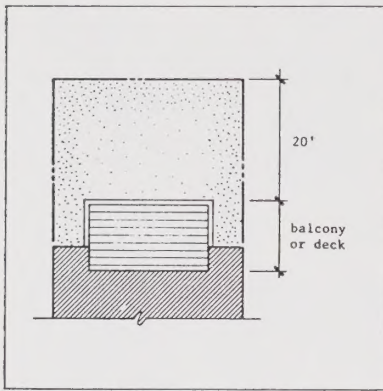


Fig. 11C-1. Required setback from incompatible use.

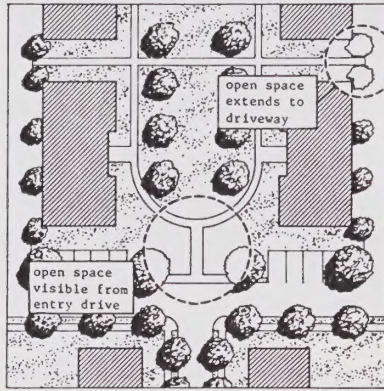


Fig. 11E. Recommended relationship to streets and drives.

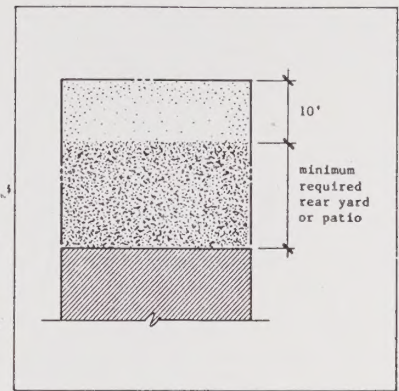


Fig. 11C-2. Required setback from incompatible use.

SECTION 11 COMMON AND PRIVATE OPEN SPACE

DEFINITION

Common open space is that outdoor space provided for the use and recreation of all residents of a project. Required common open space must be useable, and only landscaping that enhances its utility is permitted. Areas of decorative landscaping are not considered useable common open space.

Private open space is that outdoor space provided only for the use of the residents of the living unit to which it is attached. Private open space can occur in the form of a rear yard, patio, balcony, and/or deck.

Patios and rear yards both occur at ground level but are distinguishable from each other in that (1) a rear yard typically occurs at the rear or side of its living unit, provides all the required open space for its living unit, which typically is a single-family detached house, paired dwelling, or rowhouse, whereas (2) a patio typically occurs on any face of a building, typically is smaller than a rear yard and supplemented by common open space, and typically is attached to one of the denser housing types.

INTENT

Residents of new housing projects should have access to useable open space, whether public or private, for recreation and social activities. The design and orientation of these areas should take advantage of available sunlight and should be sheltered from the noise and traffic of adjacent streets or other incompatible uses.

Required common open spaces should be conveniently located for the majority of units. Private open spaces should be contiguous to the units they serve, screened from public view, and have useable dimensions. Projects should have secure children's play areas that are visible from the units.

Projects with less than 600 square feet of private open space per unit should have useable common open space or indoor recreation/social facilities. These may include, but are not limited to, swimming pools, jacuzzis and saunas, tennis courts, large lawn areas, meeting and/or game rooms, and children's playgrounds or tot lots. Areas of decorative planting are not considered to be useable common open space.

The type and amount of useable common open space or indoor facilities depends on the amount of private outdoor space provided for each unit, the size of the project, the expected population of the project, and other factors.

Required amounts of both useable common open space or indoor facilities and private open space are given in Part III.

GUIDELINE 11A: CHARACTER OF FENCING

Individual unit patio or rear yard fences visible from a major project open space should not be good neighbor fencing. They should be low and/or architecturally consistent with the residential building.

GUIDELINE 11B: HEIGHT OF FENCING

When the common open space is large and represents a major feature of the project, patio fences less than 6 feet high are encouraged to permit private views of the common amenity.

GUIDELINE 11C: REQUIRED SETBACKS

Guideline 5C lists the distances by which the required portion of any private open space should be set back from adjacent uses [Fig. 11C-1, 11C-2]. These setbacks apply to internal as well as perimeter relationships.

GUIDELINE 11D: MINIMUM DIMENSIONS

No townhouse patio should have an average dimension smaller than 15 feet. No cluster housing patio should have an average dimension smaller than 10 feet. No balcony should have a minimum dimension smaller than 6 feet.

GUIDELINE 11E: RELATIONSHIP TO STREETS/DRIVES

Portions of a project's common open space should be visible from and extend out to streets and drives [Fig. 11E].

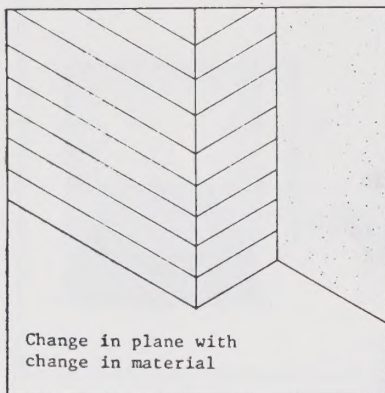


Fig. 12-1. Recommended.

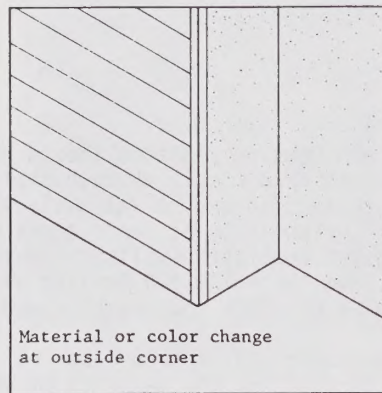


Fig. 12-2. Not recommended.

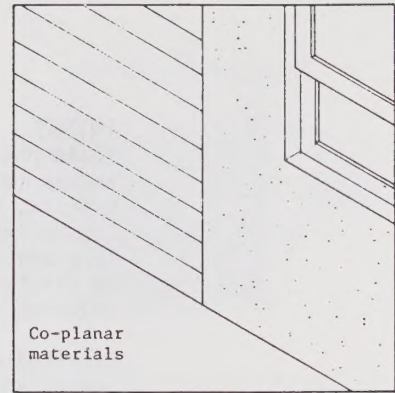


Fig. 12-3. Not recommended.

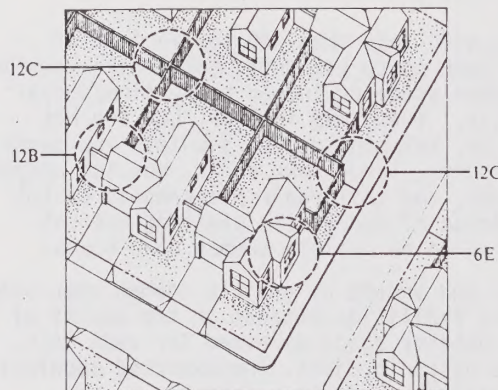


Fig. 12B. Rear yard fencing and side facade design (Guidelines 12B, 12C below; and 6E, page 19).

SECTION 12 FINISH MATERIALS

INTENT

The choice and mix of materials on the facades of buildings are important in providing an attractive living environment. Materials should be consistently applied and should be chosen to work harmoniously with adjacent materials. Piecemeal embellishment and frequent changes in materials should be avoided.

Materials tend to appear substantial and integral when material changes occur at changes in plane [Fig. 12-1]. Material or color changes at the outside corners of buildings give an impression of thinness and artificiality which should be avoided [Fig. 12-2].

Material changes not accompanied by changes in plane also frequently give material an insubstantial or applied quality [Fig. 12-3]. There are, however, exceptions to this principle such as the articulation of the base of a building by a change in color, texture or material.

GUIDELINE 12A: BUILDING MATERIALS AND DETAILS

The exterior materials and architectural details of a single building should relate to each other in ways that are traditional and/or logical. For example, heavy materials should appear to support lighter ones. A single building should be

stylistically consistent. For example, "Spanish" details are consistent with stucco buildings with mission tile roofs; period trims on otherwise contemporary-style buildings are inappropriate.

GUIDELINE 12B: FENCING VISIBLE FROM STREET
Fencing which is visible from a street or common open space should be treated as an integral part of the architecture. The materials, colors, and detailing should draw from the buildings they surround or adjoin [Fig. 12B].

GUIDELINE 12C: REAR YARD FENCING
Rear yard fencing, including fencing around rear yards on corner lots, for single-family, detached houses, paired dwellings and rowhouses may be wooden good neighbor fencing, but located no closer to the front face of the unit than 20 feet [Fig. 12B].

GUIDELINE 12D: EXTERIOR STAIRWAYS
Exterior stairways should be stylistically consistent with the buildings they serve. Stairways should be architecturally integrated into the building. Manufactured bolt-on stairs should be avoided. The materials and detailing of stair rails and siding should match those of the building.

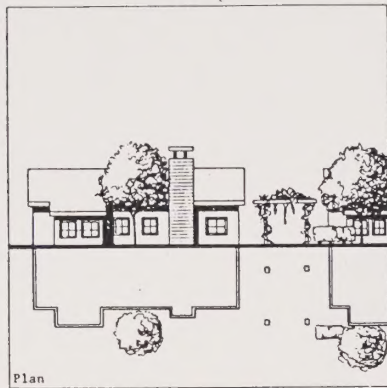


Fig. 13A-1. Architectural projections for one story.

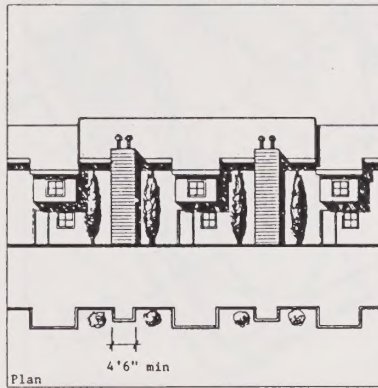


Fig. 13A-2. Architectural projections for two stories.

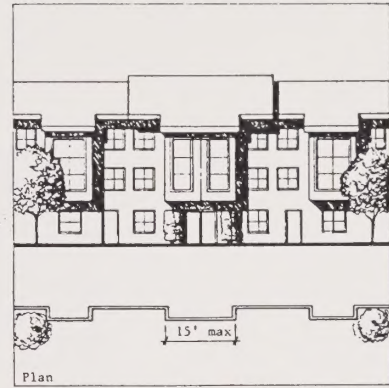


Fig. 13A-3. Architectural projections for three stories.

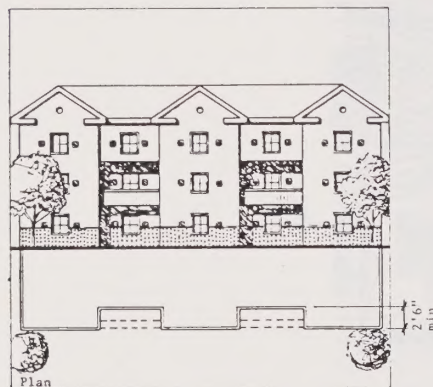


Fig. 13A-4. Linked projections permitted.

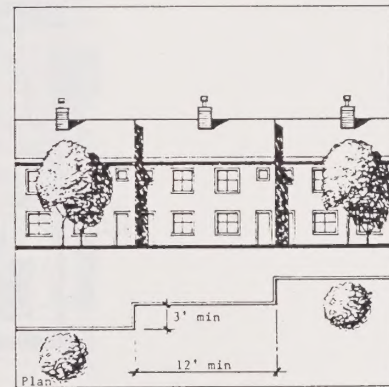


Fig. 13A-5. Staggered units permitted.

SECTION 13 BUILDING ARTICULATION

INTENT

The articulation of building facades and the massing of buildings give them richness and scale. Separations, changes in plane and height, and the inclusion of elements such as bay windows, porches, arcades, dormers, and cross gables mitigate the barracks-like quality imparted by flat, planar walls and roofs of excessive length. Secondary hipped or gabled roofs covering the entire mass of a building are preferable to mansard roofs or segments of pitched roof applied at the building's edge. Extremely long buildings, if they are richly articulated, may be acceptable; however, buildings (including garages and carports) exceeding 150 feet in length are generally discouraged. The intent of these guidelines is to give individual architects both the freedom and the obligation to make appropriate use of these elements.

GUIDELINE 13A: FACADE ARTICULATION

All buildings containing 3 or more attached dwellings in a row should incorporate at least one of the following:

1. At least one architectural projection per unit. Such a projection must project no less than 2 feet 6 inches from the major wall plane, must be between 4 feet 6 inches and 15 feet wide, and must extend the full height of a one-story building, at least one-half the height of a two-story building, and two-thirds the height of a three-story building [Figs. 13A-1, 13A-2, and 13A-3]. On buildings three stories in height, projecting elements may be linked by one level of living space at the top or bottom floor [Fig. 13A-4].
2. A change in wall plane of at least 3 feet for at least 12 feet every 2 units [Fig. 13A-5].

GUIDELINE 13B: ROOF ARTICULATION

For sloped roofs, both vertical and horizontal articulation is encouraged. Roof lines should be representative of the units under them and no more than 2 units should be covered by a single, unarticulated roof. Roof articulation may be achieved by changes in plane of no less than 2 feet 6 inches and/or the use of traditional roof forms such as gables, hips, and dormers.

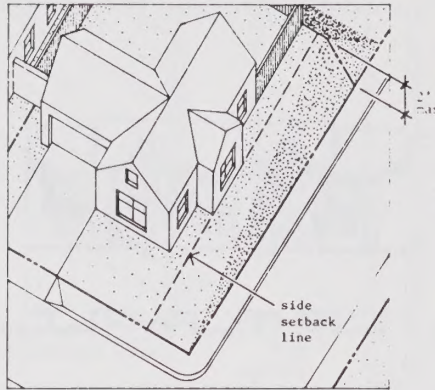


Fig. 14D. Corner side yard slopes.

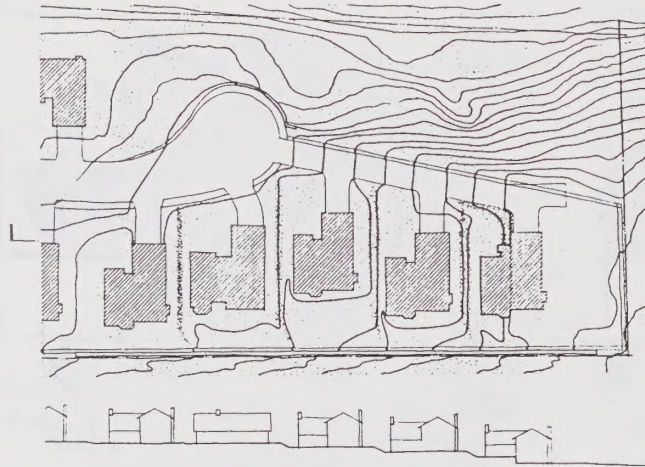


Fig. 14-1. Benched hillsides not recommended.

SECTION 14 GRADING

INTENT

Grading for new project should not adversely affect adjacent existing development. It should be compatible with adjacent terrain, should avoid high retaining walls on property lines, provide for the disposal of run-off water, and ensure the privacy of existing adjacent homes. All of the guidelines in this section are applicable to hillside sites (see Section 4).

GUIDELINE 14A: FLAT PLANE SLOPES

Flat plane slopes should be avoided, and where unavoidable, limited to a maximum grade of 2-to-1 for slopes up to 6 feet high, and a maximum grade of 3-to-1 for slopes higher than 6 feet. No flat plane slope should be higher than 8 feet.

GUIDELINE 14B: SIDE YARD SLOPES

A slope height of up to 4 feet may be used in side yard separations between single-family detached houses and between paired dwellings. Slopes should be located on downhill lots.

GUIDELINE 14C: REAR YARD SLOPES

A slope height of up to 6 feet may be used in rear yard separations between single-family detached houses and between paired dwellings. Slopes should be located on downhill lots.

GUIDELINE 14D: CORNER SIDE YARD SLOPES

Slopes within the exterior side setbacks of corner lots should be no more than 2 feet high at any point [Fig. 14D].

GUIDELINE 14E: SLOPE REPLANTING

New slopes should be replanted by the developer consistent with Guideline 10A and in conformance

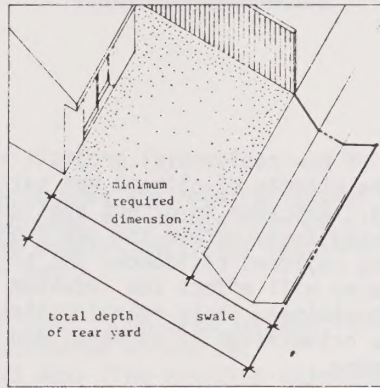


Fig. 14G. Concrete drainage swale in a rear yard.

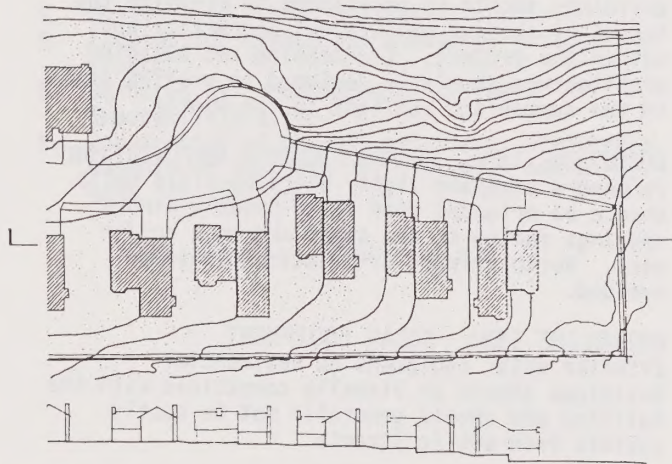


Fig. 14-2. Split-level houses on slopes recommended.

with the City's grading ordinance. Plants similar in appearance to plants native to the area should be used on large open areas of low-density development. Slopes in higher-density areas should be landscaped to match the project landscape program.

GUIDELINE 14F: SOIL DEPTH

In order to ensure that landscape plantings have sufficient soil depth and quality for adequate growth, topsoil should be replaced in areas where grading has resulted in inadequate soil depth to support plants.

GUIDELINE 14G: CONCRETE DRAINAGE SWALES

Where a rear yard must accommodate a concrete drainage swale across its width, the depth of

the rear yard should be increased by the width of the swale [Fig. 14G].

GUIDELINE 14H: TREE PRESERVATION

Grading should not occur within the drip line of an ordinance size tree that merits preservation or within 10 feet of the bank of a riparian corridor unless such grading is approved by a landscape architect to avoid any damage to trees or riparian corridors.

GUIDELINE 14I: PERIMETER TRANSITIONS

In general, grading and construction at project boundaries should be consistent with existing adjacent development in terms of building height and ground elevation changes. Privacy of adjacent existing residences should be taken into consideration.

SECTION 15
SOLAR ORIENTATION

INTENT

The design of new residential projects should consider the effects of climate and solar orientation. Exposure to direct sunlight for primary living areas within the new project and for existing adjacent residences and private outdoor spaces will affect the location and height of buildings, their relationships to open spaces, the orientation of streets, and the type of landscaping.

Projects should be oriented so that a majority of primary living spaces receive direct sunlight for the daylight hours. In new projects buildings should be positioned to minimize the impact of shadows on adjacent properties and within the project. Landscaping and building architecture should be designed to provide shade in the summer and sunlight in the winter.

GUIDELINE 15A: PRIMARY WINDOW ORIENTATION

To ensure adequate light, where possible units should be oriented with their primary window openings facing to the south and west and/or east. North primary orientation should be avoided.

GUIDELINE 15B: SOLAR EQUIPMENT

Exterior solar equipment on residential buildings should be visually compatible with the building and should generally not be easily visible from public streets.

GUIDELINE 15C: SOLAR ACCESS OF EXISTING HOUSES

New project buildings should not be located in positions that will result in substantial shading of existing adjacent private open spaces that presently have substantial sun exposure enjoyed by the occupants. This guideline is intentionally flexible to discourage shading of adjacent properties while retaining for the review process a decision based on the circumstances of each case.

GUIDELINE 15D: SOLAR ACCESS OF ADJACENT UNITS

Within a project, buildings should not be located in positions that will result in substantial shading of the private open space of adjacent units in the project. This guideline is intentionally flexible to discourage shading of adjacent units in the project while retaining for the review process a decision based on the circumstances of each project.

GUIDELINE 15E: OVERHANG DESIGN

Units should incorporate overhangs that are so designed that they allow the low winter sun to penetrate the unit while blocking the high summer sun.

GUIDELINE 15F: COOLING LOAD REDUCTION

Cooling loads should be reduced as much as possible, not only through the incorporation of appropriately designed overhangs but also by landscaping and orienting units in such a way that excessive solar penetration is avoided during the hottest months of the year.

16SECTION 16
GARBAGE ENCLOSURES**INTENT**

Garbage enclosures are required except when the project includes accessible rear yard locations or separate compartmentalized space for individual cans.

GUIDELINE 16A: REQUIRED DESIGN FEATURES

Garbage enclosures should be:

1. Located away from existing adjacent residences and new unit entries and windows.
2. Convenient to dwelling units.
3. Designed to provide screening without the necessity of a gate.
4. Designed to foster personal security.
5. Located for convenient access by garbage trucks.
6. Bordered by landscaping along their inaccessible sides.
7. Constructed of durable materials, preferably masonry or concrete for the walls and heavy wood for the doors.

The first of these is the fact that the
 University of Chicago is a private institution.
 This means that it is not subject to the same
 regulations as public universities. It is free to
 set its own policies and to elect its own
 officers. This has allowed it to develop a
 unique character and to become one of the
 leading universities in the world. It has
 been able to attract the best faculty and
 students from all over the world. It has
 been able to maintain a high level of
 academic excellence. It has been able to
 develop a strong tradition of research and
 scholarship. It has been able to maintain
 a high level of financial support. It has
 been able to develop a strong sense of
 community. It has been able to maintain
 a high level of academic excellence.

The second of these is the fact that the
 University of Chicago is a research institution.
 This means that it is not just a place where
 students come to learn, but a place where
 new knowledge is created. It has a strong
 tradition of research and scholarship. It
 has a strong sense of community. It has
 a high level of academic excellence.

The third of these is the fact that the
 University of Chicago is a liberal arts institution.
 This means that it is not just a place where
 students come to learn, but a place where
 they are encouraged to explore a wide range
 of subjects. It has a strong tradition of
 research and scholarship. It has a strong
 sense of community. It has a high level
 of academic excellence.

The fourth of these is the fact that the
 University of Chicago is a place where
 students are encouraged to think for
 themselves. It has a strong tradition of
 research and scholarship. It has a strong
 sense of community. It has a high level
 of academic excellence.

The fifth of these is the fact that the
 University of Chicago is a place where
 students are encouraged to work hard. It
 has a strong tradition of research and
 scholarship. It has a strong sense of
 community. It has a high level of
 academic excellence.

PART III

ADDITIONAL STANDARDS FOR
SPECIFIC HOUSING TYPES

The additional guidelines for specific housing types in this part are to be applied in conjunction with the preceding sections. The diversity of San Jose's housing types requires that each type receive separate consideration.

These housing types represent nearly the full range of the city's housing stock, from medium density detached dwellings to high-density apartment complexes. The features of each type are described in the definitions. Intents and guidelines follow as in Parts I and II. For ease of cross-reference, guidelines dealing with

similar issues in each housing type are given the same letter designation in all sections where they are applicable.

- A. Required setbacks and/or building separations.
- B. How the street frontage of buildings should be treated.
- C. How pedestrian circulation and access should be treated.
- D. Required open spaces and how they should be treated.
- E. How vehicular circulation and access should be treated.
- F. Permissible building heights.
- G. Lot shapes.

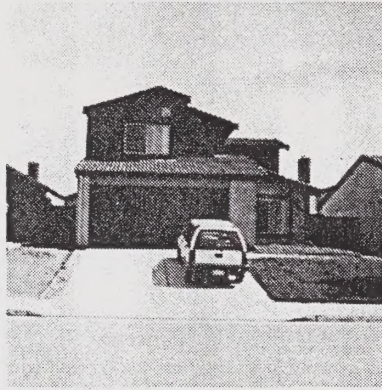


Fig. 17-1. Dominant garage front not permitted.

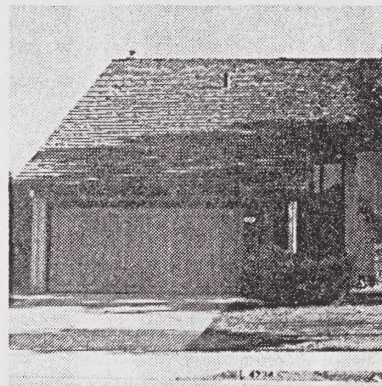


Fig. 17-2. Dominant garage front not permitted.

SECTION 17 SINGLE-FAMILY DETACHED HOUSES

DEFINITION

Individual lots, typically with street frontage.
One dwelling unit per lot.
Front, rear, and side setbacks. (One side setback may be 0 feet.)
Private rear yards.
Resident parking on individual lots.
Lots under 6000 square feet.

INTENT

Design guidelines for single-family detached houses and paired dwellings are intended to restore the presence of dwelling along streets and to mitigate the dominance of the automobile in residential neighborhoods. While these guidelines are specifically intended to prohibit the construction of residential streets continuously lined with garage doors, they do not limit the accessibility of dwellings by cars or reduce parking ratios. The illustrations above and on the next page show several types of single-family detached houses; the

two above do not conform to the guidelines; the two on the next page do conform. Figure 17-1 and 17-2 show a pattern typical of recent single-family detached houses in San Jose. The garage is attached to the house and tends to constitute a major portion of the street face of the house. The guidelines would reinforce the presence of dwelling on the street by requirements governing the width and placement of garages (Guidelines 17B.1 and 17B.2). Figure 17-3 shows an alternative pattern typical of San Jose's older neighborhoods. Garages are behind houses and detached. Note that side and rear setbacks do not apply to these detached garages. Figure 17-4 shows a contemporary house with an attached but not dominant garage.

Another objective of the guidelines is to discourage the construction of unbroken, repetitious streetscapes. The preferred means is



Fig. 17-3. Dwelling on street desirable.

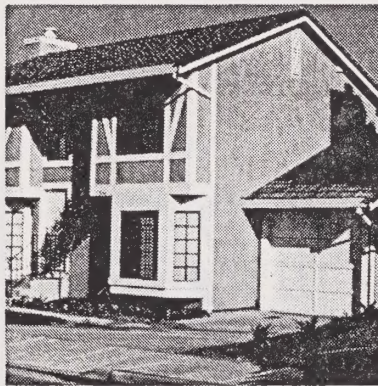


Fig. 17-4. Attached but not dominant garage desirable.

the use of short blocks within single-family projects. Alternatives to short blocks are enumerated in Guideline 17E.1.

Characteristic densities for single-family detached houses are 7 to 10 dwelling units per net acre.

GUIDELINE 17A.1: SETBACKS

Site setbacks along the perimeter of a project are governed by the guidelines in Section 5 and by Guidelines 1A, 1B, and 1C in Section 1.

The following are the minimum setbacks from property line for single-family detached houses from adjacent uses.

FRONT*

Residential structures from:

1. Public Open Space.....25 feet

2. Narrow Residential Streets.....18 feet
(for one-story elements).....15 feet
(for one-story entry porches).....13 feet
3. Minor Public Streets.....20 feet
(for entry porches).....18 feet
4. Major Streets.....Not Permitted
5. Freeways or Expressways.....Not Permitted
6. Incompatible Uses.....Not Permitted

The entry side of garages or carports from:

- Narrow Residential Streets.....20 feet
(if garage is recessed at least 3 feet behind front face of first story).....18 feet
- 2. Minor Public Streets.....20 feet
- 3. Major Streets.....Not Permitted
- 4. Freeways or Expressways.....Not Permitted

*Front setbacks are expected to vary. The above figures are minimums only.

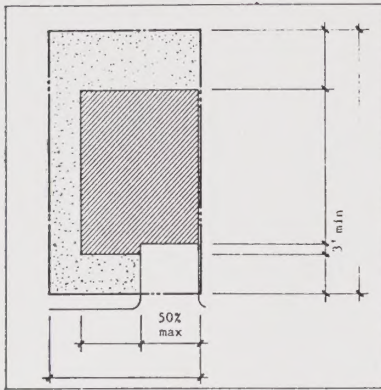


Fig. 17B.1-1. Preferred.

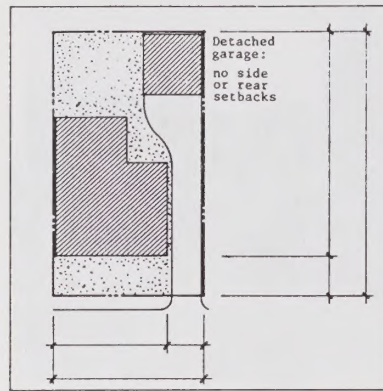


Fig. 17B.1-3. Preferred.

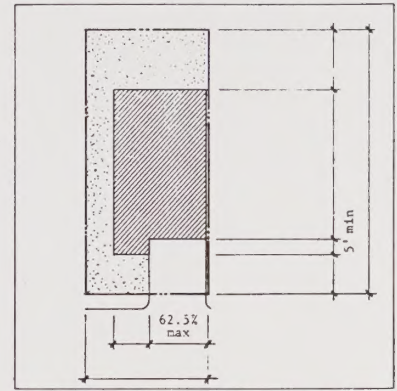


Fig. 17B.1-5 Limited use permitted.



Fig. 17B.1-2.



Fig. 17B.1-4.



Fig. 17B.1-6.

Projecting living space (Guideline 17B.1)

SIDE

Residential structures, attached garages or carports from:

1. Minor Public Streets.....10 feet
(for entry side of garage or carport).....18 feet
2. Major Streets.....20 feet
(for 1 or 2-car garages).....10 feet
3. Interior Side Property Line.....5 feet
(if side setback directly opposite is at least 10 feet).....0 feet
4. Freeways or Expressways.....35 feet
(for residential structures behind sound attenuation wall).....25 feet
(for attached carports and garages behind sound attenuation wall).....5 feet

Detached garages or carports from:

1. Property line.....0 feet
2. Corner lot street side property line..10 feet

REAR

Residential structures, attached garages or carports from:

1. Property line.....20 feet
(for attached garages or carports, if private open space complies with Guideline 17D.1).....10 feet

Detached garages from:

1. Property Line.....0 feet

Detached carports from:

1. Property Line.....5 feet

Patio covers* from:

1. Property Line.....10 feet

*Patio cover may cover up to 30% of the required private open space.

GUIDELINE 17A.2: BUILDING SEPARATIONS

The side face of any residential structure, attached garage or carport should be separated

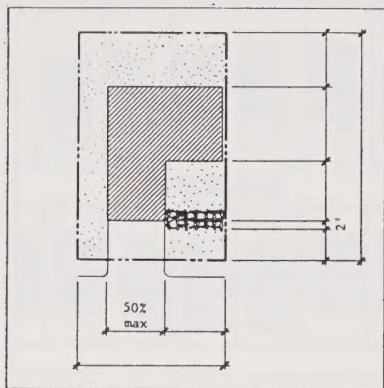


Fig. 17B.2-1.

Permitted.

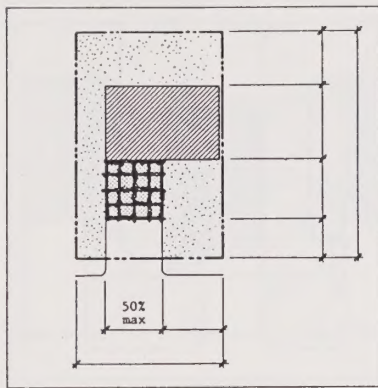


Fig. 17B.2-3.

Permitted.

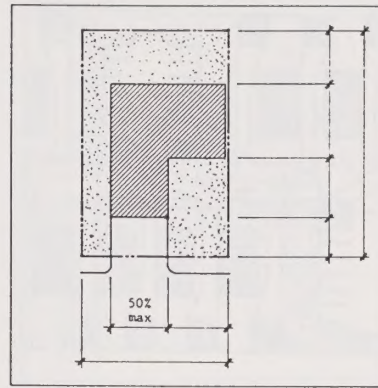


Fig. 17B.2-5.

Permitted.

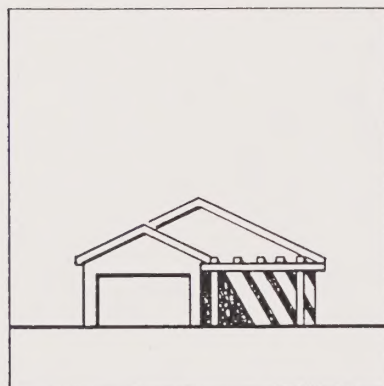


Fig. 17B.2-2.

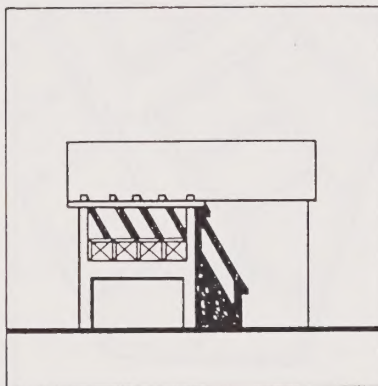


Fig. 17B.2-4.

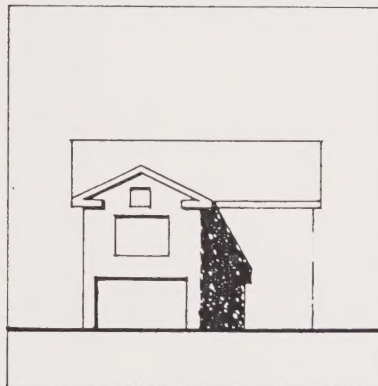


Fig. 17B.2-6.

Projecting garage with mitigating design feature (Guideline 17B.2).

from any adjacent residential building by at least 10 feet.

GUIDELINE 17A.3: MINOR ARCHITECTURAL PROJECTIONS

Minor architectural projections may project into any setback or building separation by at most 2 feet.

GUIDELINE 17B.1: GARAGE FRONTAGE

No more than 50% of the building frontage facing a street should be devoted to garages, carports, or open parking [Figs. 17B.1-1, 17B.1-2]. This may be increased to 62.5% of the building frontage, but only if the garage is recessed a minimum of 5 feet behind the front face of the first story of the house [Figs. 17B.1-5, 17B.1-6]. Garage frontage of 62.5% is considered an absolute maximum, and it is not allowable as the prevailing and predominant pattern in any new project.

GUIDELINE 17B.2: GARAGE PLACEMENT

The entry face of any garage or carport should be set back a minimum of 3 feet from the face of the first story of the house. Garages may be recessed less or project in front of the front face of the house, but only if they occupy no more than 50% of the building frontage and incorporate at least one of the following compensating design features:

1. An entry porch or trellis not less than 12 feet wide, located in front of the living area, and extending not less than 2 feet in front of the face of the garage [Figs. 17B.2-1, 17B.2-2].
- 2a. Useable open space above the garage with a trellis or roof at the front face of the garage [Figs. 17B.2-3, 17B.2-4].
- 2b. Enclosed living space over the garage extending to the front face of the garage [Figs. 17B.2-5, 17B.2-6].

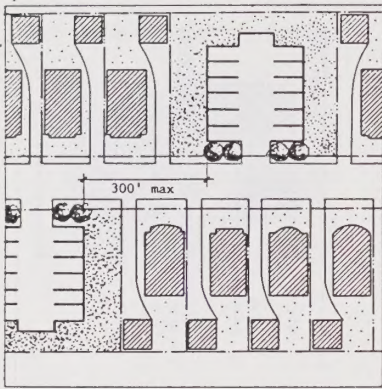


Fig. 17E.1-1. Landscaped parking courts.

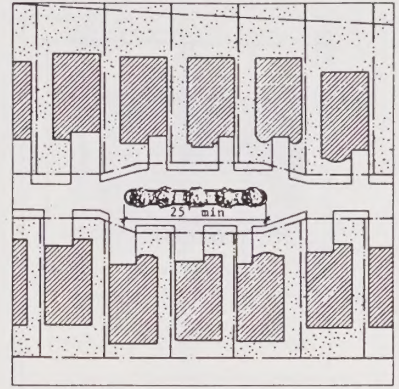


Fig. 17E.1-2. Landscaped street medians.

GUIDELINE 17D.1: OPEN SPACE

For every dwelling unit there should be a minimum of 600 square feet of private open space provided in a single area. This area should measure no less than 20 feet in any dimension, unless some major compensating factor is present; then the minimum dimension should be at least 15 feet. Major compensating factors are substantially larger areas of open space (on-site or off-site) immediately available to the living unit. Chimneys and minor architectural projections are permitted to encroach into the 20-foot dimension by at most 2 feet.

GUIDELINE 17E.1: BLOCK CONFIGURATION

The length of residential blocks within single-family projects or neighborhoods should be less than 300 feet. Longer blocks are permitted only if they incorporate at least two of the following design features.

1. Common open spaces or landscaped parking courts: These should have at least 60 feet of landscaped street frontage not less than 10 feet wide and occur each 300 feet or less [Fig. 17E.1-1].
2. Landscaped street medians: These should be at least 25 feet long and occur each 300 feet or less. Medians should be planted with groundcover and trees; shrubs may also be required. A minimum 18-foot traffic land

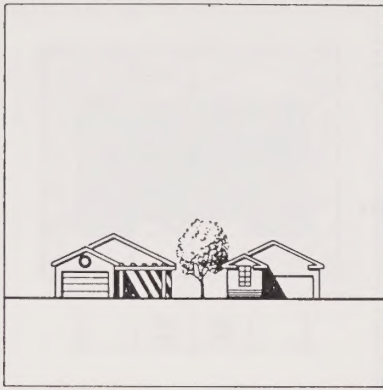


Fig. 17E.1-3. Varied building design.

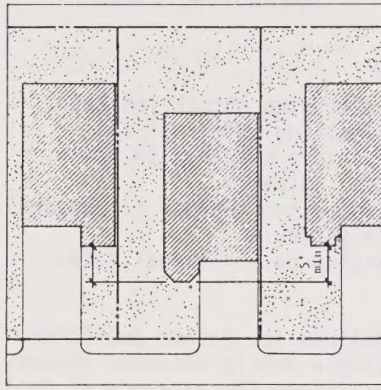


Fig. 17E.1-4. Varied front setbacks.

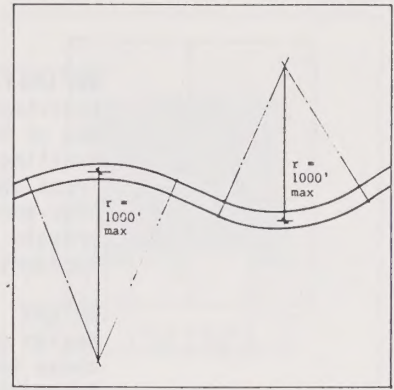


Fig. 17E.1-5. Curving street alignments.

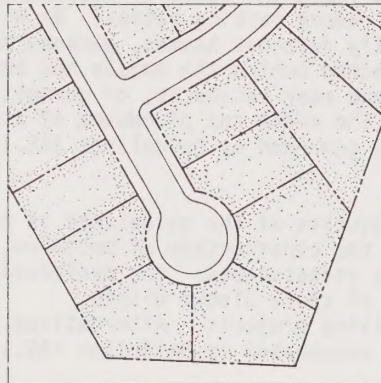


Fig. 17G.1. Typical lot shapes.

should be provided on each side of the median [Fig. 17E.1-2]. If parking on one side, lane should be 22 ft.

3. Varied building design: A significant difference in the massing and composition (not just finish materials) of each adjacent house [Fig. 17E.1-3]. One design may be repeated no more frequently than each fourth house. (This feature is recommended but not mandatory in all situations.)
4. Varied front setbacks: Each group of three adjacent houses should contain at least one house whose front setback differs from those of its neighbors by a minimum of 5 feet [Fig. 17E.1-4]. Minimum setbacks may not be reduced to accommodate this variation.
5. Curving street alignments: Curved streets with radii to the center line of the street of 1000 feet or less [Fig. 17E.1-5].

GUIDELINE 17F.1: BUILDING HEIGHTS

The maximum height of a single-family detached house should be 30 feet or two stories.

GUIDELINE 17G.1: LOT SHAPES

Lot shapes generally should be simple and rectilinear. (This does not preclude wedge-shaped cul-de-sac lots.) [Fig. 17G.1] A minor increase in the complexity of lot shapes (e.g. Z lots) may be considered.

SECTION 18
PAIRED DWELLINGS

DEFINITION

Individual lots with street frontage.
One or two dwelling units per lot.
Dwelling units are attached in pairs.
Front and rear setbacks.
Side-yard separation between paired dwellings.
Private rear yards.
Resident parking on individual lots.

INTENT

Design guidelines for paired dwellings, like those for single-family detached houses, are intended to restore the presence of dwelling along streets and to mitigate the dominance of the automobile in residential neighborhoods. While these guidelines are specifically intended to prohibit the construction of residential streets continuously lined with garage doors, they do not limit the accessibility of dwellings by cars or reduce parking ratios. As with single-family detached houses, garages may be either detached behind the houses and exempt from side and rear set-backs, or garages may be attached. The width and placement of attached garages are governed by Guidelines 18B.1 and 18B.2.

Another objective of the guidelines is to discourage the construction of unbroken, repetitious streetscapes. The preferred means is the use of short blocks within paired-dwelling projects. Alternatives to short blocks are enumerated in Guideline 18E.1.

Characteristic densities for paired dwellings are 8 to 12 dwelling units per net acre.

GUIDELINE 18A.1: SETBACKS

Site setbacks along the perimeter of a project are governed by the guidelines in Section 5 and by Guidelines 1A, 1B, and 1C in Section 1.

The following are the minimum setbacks from property line for paired dwellings from adjacent uses.

FRONT*

Residential structures from:

1. Public Open Space.....25 feet
2. Narrow Residential Streets.....18 feet
(for one-story elements).....15 feet
(for one-story entry porches).....13 feet
3. Minor Public Streets.....20 feet
(for entry porches).....18 feet
4. Major Streets.....Not Permitted
5. Freeways or Expressways.....Not Permitted
6. Incompatible Uses.....Not Permitted

The entry side of garages or carports from:

1. Narrow Residential Streets.....20 feet
(if garage is recessed at
least 3 feet behind front
face of first story).....18 feet
2. Minor Public Streets.....20 feet
3. Major Streets.....Not Permitted
4. Freeways or Expressways.....Not Permitted

*Front setbacks are expected to vary. The above figures are minimums only.

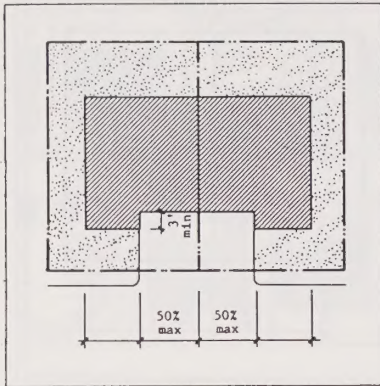


Fig. 18B.1-1. Preferred.

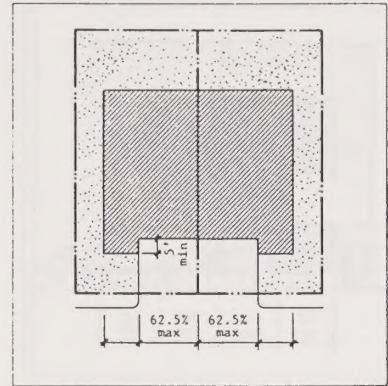


Fig. 18B.1-3. Limited use permitted.

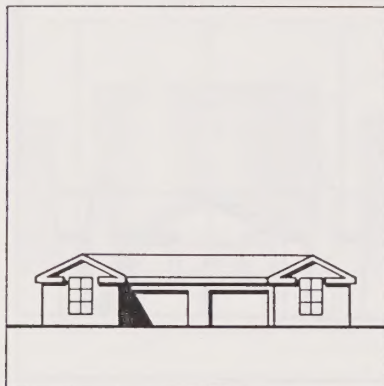


Fig. 18B.1-2.

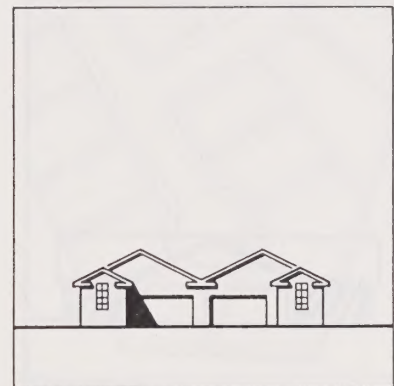


Fig. 18B.1-4.

Projecting living space (Guideline 18B.1).

SIDE

Residential structures, attached garages or carports from:

1. Minor Public Streets.....10 feet
(for entry side of garage or carport).....18 feet
2. Major Streets.....20 feet
(for 1 or 2-car garages).....10 feet
3. Interior Side Property Line.....5 feet
4. Freeways or Expressways.....35 feet
(for residential structures behind sound attenuation wall).....25 feet
(for attached carports and garages.....5 feet
behind sound attenuation wall).....5 feet

Detached garages or carports from:

1. Property line.....0 feet
2. Corner lot street side property line..10 feet

REAR

Residential structures, attached garages or carports from:

1. Property line.....20 feet
(for attached garages or carports, if private open space complies with Guideline 18D.1)..10 feet

Detached garages from:

1. Property Line.....0 feet

Detached carports from:

1. Property Line.....5 feet

Patio covers* from:

1. Property Line.....10 feet

*Patio cover may cover up to 30% of the required private open space.

GUIDELINE 18A.2: BUILDING SEPARATIONS

The side face of any residential structure, attached garage or carport should be separated from any adjacent residential building by at least 10 feet.

GUIDELINE 18A.3: MINOR ARCHITECTURAL PROJECTIONS

Minor architectural projections may project into any setback or building separation by at most 2 feet.

GUIDELINE 18B.1: GARAGE FRONTAGE

No more than 50% of the building frontage facing a street should be devoted to garages, carports, or open parking [Figs. 18B.1-1, 18B.1-2]. This may be increased to 62.5% of the building frontage, but only if the garage is recessed a minimum of 5 feet behind the front face of the first story of the house [Figs. 18B.1-3, 18B.1-4]. Garage frontage of 62.5% is considered an absolute maximum, and it is not allowable as the prevailing and predominant pattern in any new project.

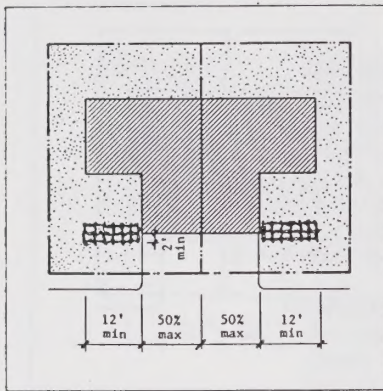


Fig. 18B.2-1. Permitted.

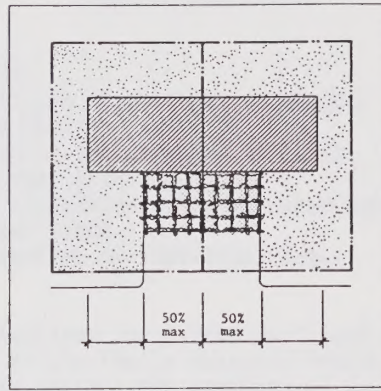


Fig. 18B.2-3. Permitted.

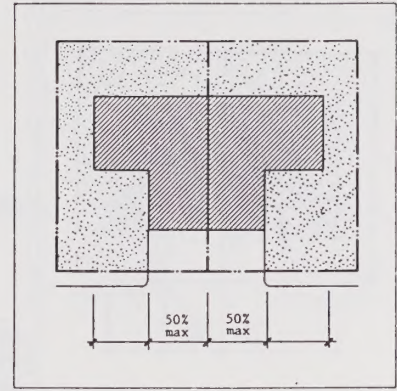


Fig. 18B.2-5. Permitted.

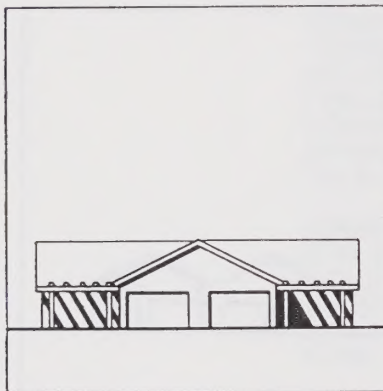


Fig. 18B.2-2.

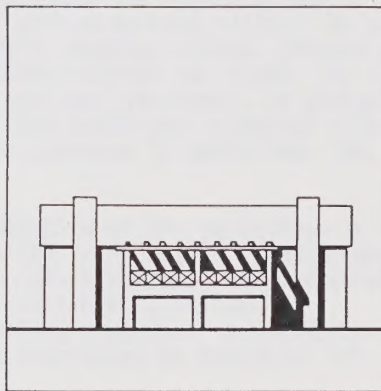


Fig. 18B.2-4.

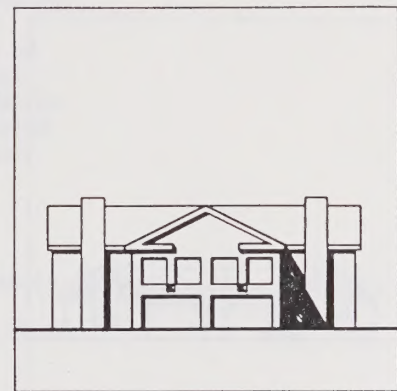


Fig. 18B.2-6.

Projecting garage with mitigating design feature (Guideline 18B.2).

GUIDELINE 18B.2: GARAGE PLACEMENT

The entry face of any garage or carport should be set back a minimum of 3 feet from the face of the first story of the paired dwelling. Garages may be recessed less or project in front of the front face of the paired dwelling, but only if they occupy no more than 50% of the building frontage and incorporate at least one of the following compensating design features:

1. An entry porch or trellis not less than 12 feet wide, located in front of the living area, and extending not less than 2 feet in front of the face of the garage [Figs. 18B.2-1, 18B.2-2].
- 2a. Useable open space above the garage with a trellis or roof at the front face of the garage [Figs. 18B.2-3, 18B.2-4].
- 2b. Enclosed living space over the garage extending to the front face of the garage [Figs. 18B.2-5, 18B.2-6].

GUIDELINE 18D.1: OPEN SPACE -

There should be a minimum of 600 square feet of private open space for every dwelling unit. This area must measure no less than 20 feet in any dimension, unless some major compensating factor is present; then the minimum dimension should be at least 15 feet. Major compensating factors are substantially larger areas of open space (on-site or off-site) immediately available to the living unit. Chimneys and minor architectural projections are permitted to encroach into the 20-foot dimension by at most 2 feet.

GUIDELINE 18E.1: BLOCK CONFIGURATION

The length of residential blocks within paired-dwelling projects or neighborhoods should be less than 300 feet. Longer blocks are permitted only if they incorporate at least two of the following design features.

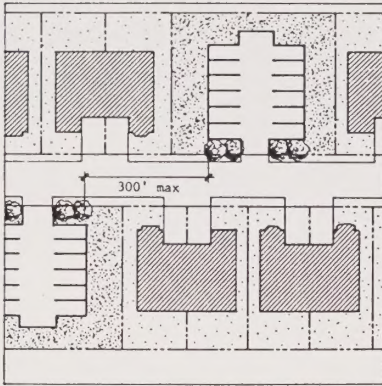


Fig. 18E.1-1. Landscaped parking courts.

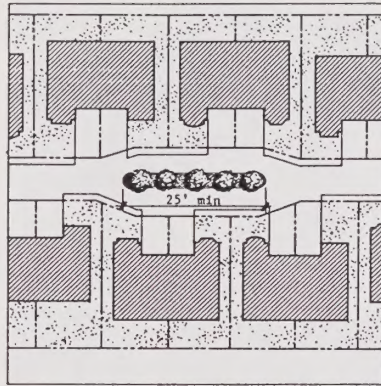


Fig. 18E.1-2. Landscaped street medians.

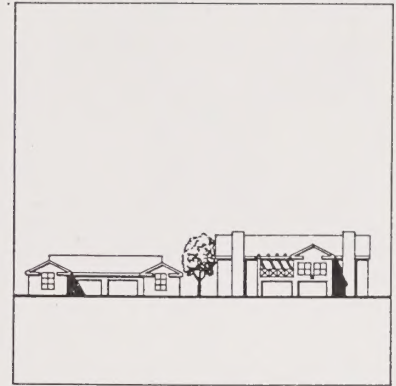


Fig. 18E.1-3. Varied front set-design.

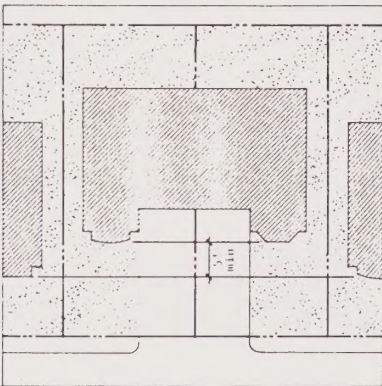


Fig. 18E.1-4. Varied front setbacks.

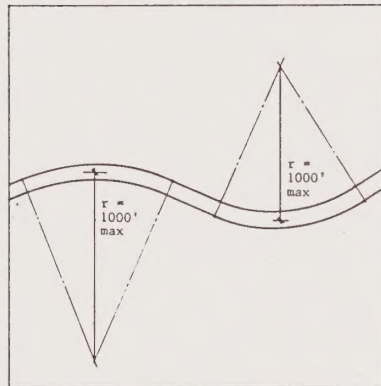


Fig. 18E.1-5. Curving street alignments.

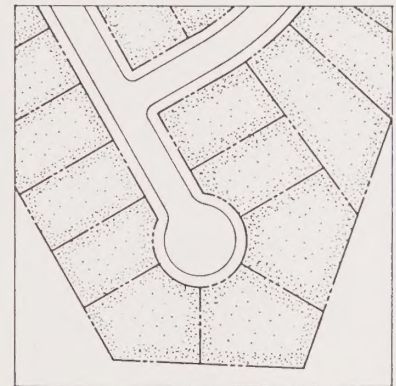


Fig. 18G.1. Typical lot shapes

1. Common open spaces or landscaped parking courts: These should have at least 60 feet of landscaped street frontage not less than 10 feet wide and occur each 300 feet or less [Fig. 18E.1-1].
2. Landscaped street medians: These should be at least 25 feet long and occur each 300 feet or less. Medians should be planted with groundcover and trees; shrubs may also be required. A minimum 18-foot traffic lane should be provided on each side of the median [Fig. 18E.1-2]. If parking one side, the lane should be 22 feet wide.
3. Varied building design: A significant difference in the massing and composition (not just finish materials) of each adjacent unit or pair [Fig. 18E.1-3]. One design may be repeated no more frequently than each fourth unit or pair. (This feature is recommended but not mandatory in all situations.)
4. Varied front setbacks: Each group of three adjacent paired dwelling should contain at least one dwelling whose front setback differs from those of its neighbors by a minimum of 5 feet [Fig. 18E.1-4]. Minimum setbacks may not be reduced to accommodate this variation.
5. Curving street alignments: Curved streets with radii to the center line of the street of 1000 feet or less [Fig. 18E.1-5].

GUIDELINE 18F.1: BUILDING HEIGHTS

The maximum height of a paired dwelling should be 30 feet or two stories.

GUIDELINE 18G.1: LOT SHAPES

Lot shapes generally should be simple and rectilinear. (This does not preclude wedge-shaped cul-de-sac lots.) [Fig. 18G.1] A minor increase in the complexity of lot shapes may be considered.

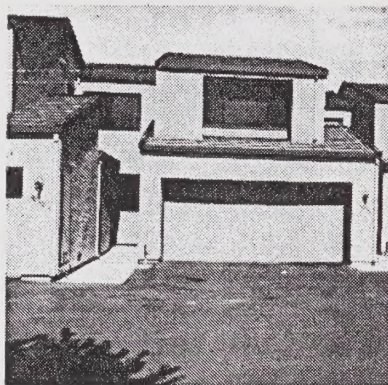


Fig. 19-1. Dominant garage front not permitted.

SECTION 19 ROWHOUSES

DEFINITION

Individual lots with street frontage.
One dwelling unit per lot.
Dwelling units are attached at their sides in groups of 3 or more.
No side-yard separation between units.
Private rear yards.
Resident parking on individual lots.

INTENT

The intent of design guidelines for rowhouses is similar to that for other housing types in this part--to create townlike streetscapes on both public streets adjacent to new projects and on the streets within projects. To accomplish this the guidelines that follow describe a series of alternative building configurations that minimize the impact of the automobile and establish the presence of dwelling and landscaping along streets and drives.

Characteristic densities for rowhouses range from 10 to 16 dwelling units per net acre.

GUIDELINE 19A.1: SETBACKS

Site setbacks along the perimeter of a project are governed by the guidelines in Section 5 and by Guidelines 1A, 1B, and 1C in Section 1.

The following are the minimum setbacks from property line for rowhouses from adjacent uses.

FRONT*

Residential structures from:

1. Public Open Space.....25 feet
2. Narrow Residential Streets.....18 feet
(for one-story elements).....15 feet
(for one-story entry porches).....13 feet
3. Minor Public Streets.....20 feet
(for entry porches).....18 feet
4. Major Streets.....Not Permitted
5. Freeways or Expressways.....Not Permitted
6. Incompatible Uses.....Not permitted

*Front setbacks are expected to vary. The above figures are minimums only.



Fig. 19-2. Frontal orientation to street recommended.

The entry side of garages or carports from the property line of:

1. Narrow Residential Streets.....18 feet
2. Minor Public Streets.....20 feet
3. Major Streets.....Not Permitted
4. Freeways or Expressways.....Not Permitted

When rowhouses front on a narrow residential street serving 25 or fewer units, the following development variations may be permitted:

1. The setback of the living area may be reduced to 10 feet.
2. The setback of any attached garage or carport (including any second-floor living space above it) may be reduced to 5 feet, provided that the living area is recessed no more than 5 feet.
3. The park strip portion of the street right-of-way may be eliminated.
4. The sidewalk portion of the street right-of-way may be eliminated provided that it is not required for safe and convenient pedestrian circulation.

SIDE

Residential structures, attached garages or carports from:

1. Adjacent Residential Buildings.....10 feet
2. Minor Public Streets.....10 feet
(for entry side of garage or carport).....18 feet
3. Narrow Residential Streets.....10 feet
(for entry side of garage or carport).....18 feet
4. Major Streets.....20 feet
(for 1 or 2-car garages).....10 feet
5. Freeways or Expressways.....35 feet
(for residential structures behind sound attenuation wall).....25 feet
(for attached carports and garages behind sound attenuation wall).....5 feet.

Detached garages or carports from:

1. Property line.....0 feet
2. Corner lot street side property line...10 feet

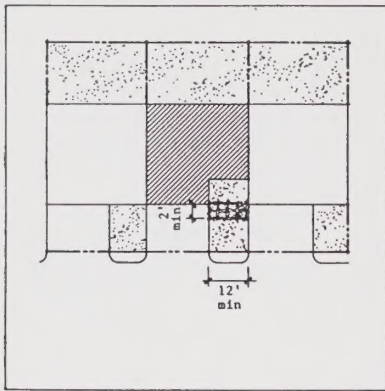


Fig. 19B.2-1. Trellis at entry and second floor living space over garage.

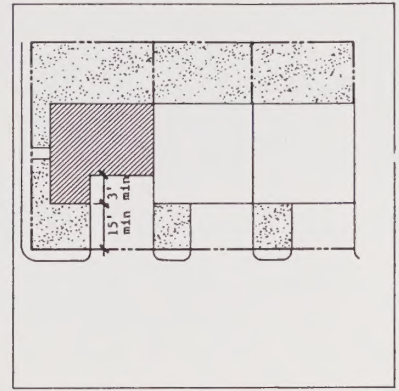


Fig. 19B.2-3. Recessed garage and second-floor living space over garage.

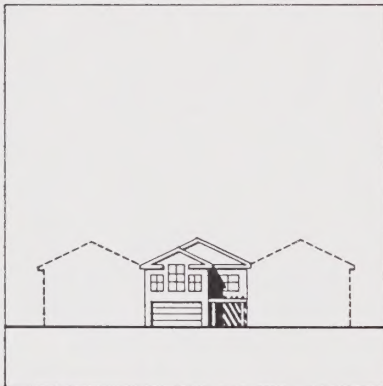


Fig. 19B.2-2.



Fig. 19B.2-4.

Some examples of permitted rowhouse types (Guideline 19B.2).

REAR

Residential structures, attached garages or carports from:

1. Property line.....20 feet
(for attached garages or carports, if private open space complies with Guideline 19D.1)....10 feet

Detached garages from:

1. Property Line.....0 feet

Detached carports from:

1. Property Line.....5 feet

Patio covers* from:

1. Property Line.....10 feet

*Patio cover may cover up to 30% of the required private open space.

1. Front to front.....30 feet
2. Front to rear.....30 feet
3. Rear to rear.....30 feet
4. Front to side.....25 feet
5. Rear to side.....20 feet
6. Side to side.....10 feet

Any of these building separations may be reduced to 15 feet for very minor portions of buildings provided that project separations are generally double the listed minimums.

GUIDELINE 19A.2: BUILDING SEPARATIONS

The minimum separations between building faces containing dwelling units are as follows:

GUIDELINE 19A.3: MINOR ARCHITECTURAL PROJECTIONS

Minor architectural projections may project into any setback or building separation by at most 2 feet.

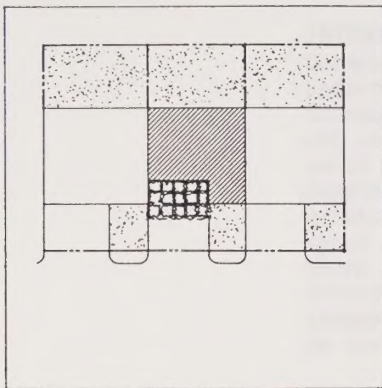


Fig. 19B.2-5. Useable open space over garage and second-floor living space over first-floor dwelling front.

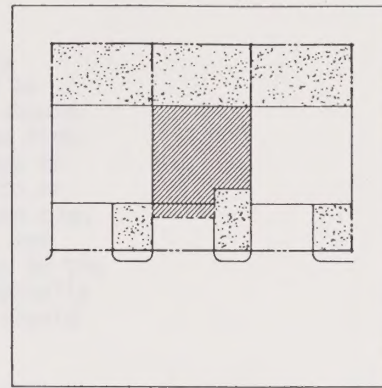


Fig. 19B.2-7. Second-floor living space over garage and over first-floor dwelling front.

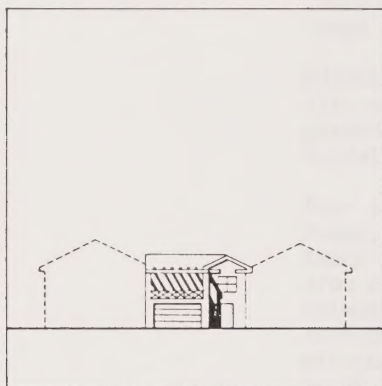


Fig. 19B.2-6.

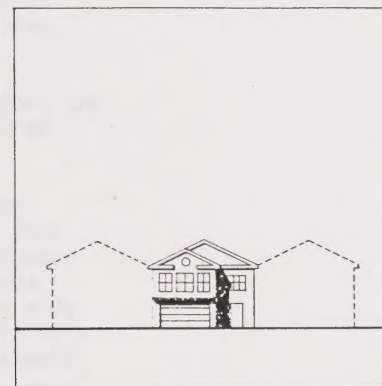


Fig. 19B.2-8.

Some examples of permitted rowhouse types (Guideline 19B.2).

GUIDELINE 19B.1: WIDTH OF LIVING AREA OR PORCH

No less than 12 feet of the first-floor building frontage should be devoted to living area and/or entry porch. No on-site parking is permitted in front of this area.

GUIDELINE 19B.2: GARAGE FRONTAGE

Rowhouses whose garages and/or parking constitute more than 50% of the total width of the house should incorporate at least two of the design features listed below.

1. An entry porch with porch roof or a trellis not less than 12 feet wide extending not less than 2 feet in front of the face of the garage [Figs. 19B.2-1, 19B.2-2].
2. A minimum 15-foot setback to face of building with garage recessed at least 3 feet behind but having a driveway apron length of at least 18 feet [Figs. 19B.2-3, 19B.2-4].
- 3a. Useable open space above the garage with a

trellis or roof at the front face of the garage [Figs. 19B.2-5, 19B.2-6].

- 3b. Enclosed second-floor living space over the garage extending to or cantilevering over the front face of the garage. [Figs. 19B.2-1, 19B.2-2, 19B.2-3, 19B.2-4, 19B.2-7, 19B.2-8].
4. Second-floor living space that extends to or cantilevers over the front face of the first-floor living area [Figs. 19B.2-1, 19B.2-2, 19B.2-3, 19B.2-4, 19B.2-5, 19B.2-6, 19B.2-7, 19B.2-8].

GUIDELINE 19D.1: OPEN SPACE

There should be a minimum of 440 square feet of private open space (including balconies, decks and patios) for every dwelling. Any provision of private open space less than 600 square feet per unit requires the provision of common useable open space. Required common open space should have an area sufficient to provide at least 600 square feet of open space (private plus common) for each unit.

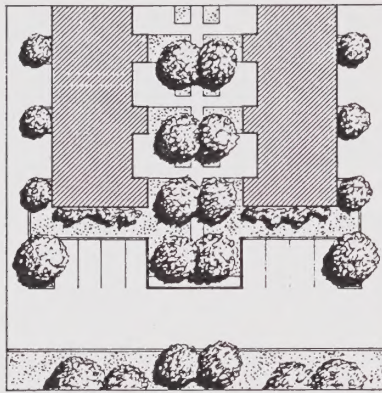


Fig. 20-1. Pathways and gardens should extend into parking areas.

SECTION 20 GARDEN TOWNHOUSES

DEFINITION

Individual lots with vehicular access from driveways. A separate common circulation system provides the primary pedestrian access to the units. (For projects with common open space substantially in excess of the minimum, unit front entries may face the driveways.)

One dwelling unit per lot.

Dwelling units are attached at their sides in groups of 3 or more.

No side-yard separation between units.

Private rear yards, or patios and common open space.

Resident parking on individual lots.

INTENT

Common open space that provides the primary pedestrian access to dwelling units should be attractive and generously landscaped. It should not consist only of narrow passages between high, solid walls enclosing patios. It should not be completely isolated from surrounding streets or drives. At least some portion of the common open space should be visible between buildings, and where possible it should extend all the way to the driveway [Fig. 20-1]. Guest parking is typically accommodated in open parking areas; these should be screened from the common open space.

Although garden townhouse "fronts" and primary pedestrian access are not oriented toward the drive but rather toward the common open space and pedestrian circulation system, drives should not be barren processions of garage doors.

Characteristic densities for garden townhouses range from 8 to 16 dwelling units per net acre.

GUIDELINE 20A.1: SETBACKS

Site setbacks along the perimeter of a project are governed by the guidelines in Section 5 and by Guidelines 1A, 1B and 1C in Section 1.

Rear setbacks of buildings, including garage faces, from drives may be 0 feet, provided that there is at least one 9 net square-foot planter area containing a tree or large shrub located between the drive and each unit. Front and side setbacks from drives and entry drives should be a minimum of 10 feet; setbacks from parking should be 20 feet.

GUIDELINE 20A.2: BUILDING SEPARATIONS

The minimum separations between building faces containing dwelling units are as follows:

1. Front to front.....30 feet
2. Front to rear.....30 feet
3. Rear to rear.....30 feet
4. Front to side.....25 feet
5. Rear to side.....20 feet
6. Side to side.....20 feet*

* May be reduced to 10 feet for a landscaped walkway serving as a route from a parking area to a building or unit entrance.

Any of these building separations may be reduced to 15 feet for very minor portions of buildings provided that project separations are generally double the listed minimums.

GUIDELINE 20A.3: MINOR ARCHITECTURAL PROJECTIONS

Minor architectural projections may project into any setback or building separation by at most 2 feet.

GUIDELINE 20D.1: OPEN SPACE

There should be a minimum of 300 square feet of private open space and 100 square feet of common useable open space for every dwelling unit.

GUIDELINE 20E.1: ENTRY DRIVES

The principal vehicular access into a garden townhouse project should be through an entry drive. The width and character of an entry drive are governed by guidelines in Section 8.

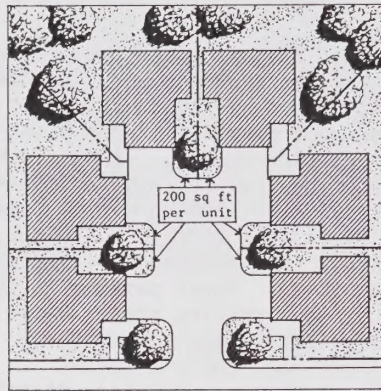


Fig. 21E.2. Required entry court landscaping.

SECTION 21 ENTRY COURT TOWNHOUSES

DEFINITION

Individual lots with frontage on a shared courtyard (Type-3 Parking Court) that provides both vehicular and pedestrian access.

Resident parking on individual lots.

1 dwelling unit per lot.

Private rear yards or patios, and common open space.

Units detached or attached.

INTENT

This is a housing type that can provide attractive entries and a direct relationship to private open space. Care should be taken not to orient blank walls or undesigned side wall fenestration to the streets or drives that serve the courtyards.

Characteristic densities for entry court townhouses range from 7 to 15 dwelling units per net acre.

GUIDELINE 21A.1: SETBACKS

Site setbacks along the perimeter of a project are governed by the guidelines in Section 5 and by Guidelines 1A, 1B, and 1C in Section 1.

Dwellings should be set back a minimum of 10 feet from interior project streets or drives serving courts.

GUIDELINE 21A.2: BUILDING SEPARATIONS

The minimum separations between building faces of buildings on one entry court and those on another entry court should be 30 feet.

GUIDELINE 21A.3: MINOR ARCHITECTURAL PROJECTIONS

Minor architectural projections may project into any setback or building separation by at most 2 feet.

GUIDELINE 21D.1: OPEN SPACE

There should be a minimum of 300 square feet of private open space for every dwelling unit and an additional 100 square feet of usable common open space for each unit, except that for project having no more than 8 units no additional usable common open space is required.

GUIDELINE 21E.1: MAXIMUM ENTRY COURT SIZE

No more than 8 units should be served by a single entry court.

GUIDELINE 21E.2: ENTRY COURT LANDSCAPING

For each unit served by an entry court, 200 square feet of landscaping should be provided in the court [Fig. 21E.2]. This area may not be included in the calculation of the required open space for each unit.

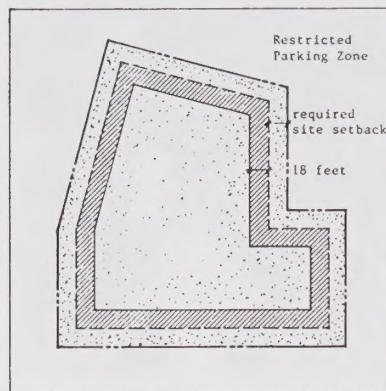


Fig. 22E.2. Restricted parking zone.

SECTION 22 CLUSTER HOUSING

DEFINITION

No individual lots; units are attached and/or stacked.

Patios, decks and balconies provide private open space. Private open space is supplemented by useable common open space except for very small projects.

Parking is aggregated and is not always contiguous to units; some parking may be provided within residential buildings.

INTENT

Cluster housing, because of its high density, generates large parking areas. Economics often dictate that this parking occur in open lots or freestanding carports. The impact of the automobile upon both the residential environment within projects and the neighborhood adjacent to new projects is most severe for cluster housing. The guidelines that follow are intended to mitigate the impact of these characteristics both within projects and around them without significantly affecting the cost of

the housing, and to establish appropriate dimensions for open space and building separations. Perimeter parking drives (See Guideline 22E.2) are discouraged because parking areas provide a poor image of a project and often function as barriers between the project and the surrounding community.

Characteristic densities for cluster housing range from 16 to 35 dwelling units per net acre.

GUIDELINE 22A.1: SETBACKS

Setbacks along the perimeter of a project are governed by the guidelines in Section 5 and by Guidelines 1A, 1B, and 1C in Section 1.

Rear setbacks of buildings, including garage faces, from drives may be 0 feet, provided that there is at least one 9 net square-foot planter area containing a tree or large shrub located between every two parking stalls or at least every 20 feet.

GUIDELINE 22A.2: BUILDING SEPARATIONS

The minimum separations between building faces containing dwelling units are as follows:

1. Front to front.....30 feet
2. Front to rear.....30 feet
3. Rear to rear.....30 feet
4. Front to side.....25 feet
5. Rear to side.....20 feet
6. Side to side.....20 feet*

* May be reduced to 10 feet for a landscaped walkway serving as a route from a parking area to a building or unit entrance.

Any of these building separations may be reduced to 15 feet for very minor portions of buildings provided that project separations are generally double the listed minimums.

GUIDELINE 22A.3: MINOR ARCHITECTURAL PROJECTIONS

Minor architectural projections may project into any setback or building separation by at most 2 feet.

GUIDELINE 22A.4: INTERIOR USE SEPARATIONS

Within a cluster housing project, the following use separations should be maintained:

Residential building faces with pedestrian entries from:

1. Parking Areas, Carports, Parking Drives.....15 feet (landscaped area exclusive of walkway)
2. Drives Without Parking.....10 feet*

* This 10 feet should remain clear of stairways and patios.

Residential building faces having garage entries from:

1. Drives.....0 feet*

* The required 9 net square feet of planter area may force a setback from the drive.

Residential building faces having no entries from:

1. All Parking Areas, Drives and Sidewalks.....10 feet

Balconies or patios from:

1. Balconies or patios on Other Buildings.....20 feet*
2. Windows of Units in Other Buildings.....20 feet*

* When visibility is obstructed by other than landscaping, these separations do not apply.

GUIDELINE 22C.1: BALCONY/CORRIDOR CIRCULATION

Common exterior balconies and corridors that provide access to units should not require circulation past adjacent unit windows and entries.

GUIDELINE 22D.1: OPEN SPACE

There should be a minimum of 60 square feet of private open space and 200 square feet of useable common open space for every dwelling unit. Required common open space per unit may be reduced by an area equivalent to the amount of private open space in excess of 60 square feet. Projects with fewer than 12 units need not have common open space, provided that each ground floor unit has at least 120 square feet of private open space.

GUIDELINE 22E.1: ENTRY DRIVES

The principal vehicular access into a cluster housing project should be through an entry drive rather than a parking drive. The width and character of an entry drive are governed by guidelines in Section 8.

GUIDELINE 22E.2: RESTRICTED PARKING ZONE

Every cluster housing project has a restricted parking zone on all sides of its site. This zone commences at the required site setback and extends 18 feet into the site. The percentage of the total area within this zone that may be devoted to parking drives, parking courts, and all areas for parking not within residential buildings should not exceed 50% [Fig. 22E.2].

This guideline is modified by the following considerations:

1. In rental housing projects and projects for assisted families, the percentage of the restricted parking zone that may be in parking uses should not exceed 60%.
2. When the restricted parking zone is adjacent to an incompatible use or to single family detached houses, that portion of the zone adjacent to that use is exempt from this guideline. Parking is an appropriate separation between dwelling units and incompatible uses.
3. When the restricted parking zone is adjacent to a street, parking within it is strongly discouraged.

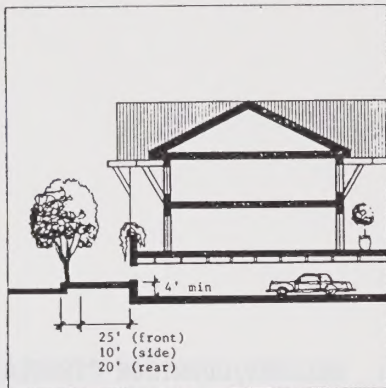


Fig. 23B.1-1. Setbacks with garage depressed 4 feet.

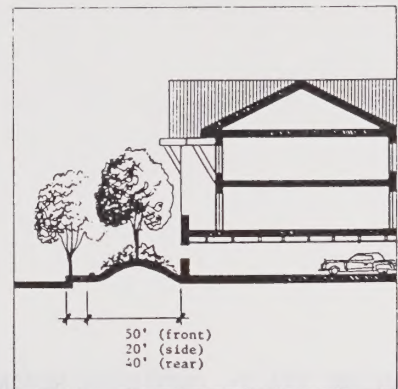


Fig. 23B.1-2. Setbacks and berms or landscaping with garage on grade.

SECTION 23 PODIUM CLUSTER HOUSING

DEFINITION

Units attached and/or stacked and constructed on top of a communal parking garage. Patios, decks and balconies provide private open space. Private open space supplemented by common open space. Common open space provides pedestrian circulation between parking and dwelling units. Walk-up entries.

INTENT

Podium cluster housing provides very dense housing by aggregating all parking in a garage under the buildings. The housing on top of the garage slab is usually a form of cluster housing. Communal stairs from the garage lead to paths on top of the slab that in turn lead to the units.

In such projects there are three major design concerns: the landscaped treatment of the podium; the treatment of the edges of the podium, particularly at the site perimeter; and the relationship of the units to each other and adjacent housing or other uses.

Landscaping on the top of the podium should attempt to mask the artificial character of the podium. Naturalistic landscaping that includes earth-berms, mature trees and shrubs, and decorative paving materials is preferred to landscaping in planters with walking surfaces directly on the slab. Designs should include provisions for preserving existing trees, either by keeping portions of the site as open space or by building around them.

The density of these projects does not lessen the requirements for privacy and dwelling orientation for sunlight and views. Designs should avoid massings of units that create long, unbroken walls on the project perimeter.

The open sides of the garage on the project periphery and within the project should be screened from public view, especially along public streets, with sufficiently wide setbacks for generous landscaping.

Characteristic densities for podium cluster housing range from 25 to 40 dwelling units per net acre.

GUIDELINE 23A.1: SITE SETBACKS

Site setbacks along the perimeter of a project are governed by the guidelines in Section 5 and by Guidelines 1A, 1B, and 1C, with the exception of the setback of the podium which is governed by Guideline 23A.4 below.

GUIDELINE 23A.2: BUILDING SEPARATIONS

The minimum separations between building faces containing dwelling units are as follows:

1. Front to front.....25 feet
2. Front to rear.....25 feet
3. Rear to rear.....20 feet
4. Front to side.....25 feet
5. Rear to side.....20 feet
6. Side to side.....10 feet

Any of these separations may be reduced to 15 feet for very minor portions of buildings provided that project separations are generally one and one-half times the listed minimums.

GUIDELINE 23A.3: MINOR ARCHITECTURAL PROJECTIONS

Minor architectural projections may project into any setback or building separation by at most 2 feet.

GUIDELINE 23A.4: PODIUM SETBACKS

The minimum setbacks for the parking garage from site property line are:

- FRONT.....25 feet
 SIDE.....10 feet
 REAR.....20 feet
 (if top of podium is at or
 below grade at nearest property line).....5 feet

GUIDELINE 23B.1: GARAGE PLACEMENT

Parking garages should be located not less than 4 feet below the grade of the nearest property line [Fig. 23B.1-1]. This rule will be waived if the perimeter setbacks listed in Guideline 23A.4 are doubled and the garage is screened from public view by earthberms or landscaping [Fig. 23B.1-2].

GUIDELINE 23C.1: BALCONY AND CORRIDOR CIRCULATION

Common exterior balconies and corridors that provide access to units should not require circulation past adjacent unit windows and entries.

GUIDELINE 23D.1: OPEN SPACE

There should be a minimum of 60 square feet of private outdoor space and should be 100 square feet of useable common open space for every dwelling unit.

GUIDELINE 23E.1: GARAGE SECURITY

Any open side of the garage level above grade should be secured from illicit entry.

GUIDELINE 23E.2: GUEST PARKING

At least 10% of the parking spaces should be available for guest use on the outside of any security gate system.

DEFINITION

Aggregated parking.

Common building entries, lobbies, and corridors provide pedestrian access to units.

INTENT

Corridor buildings provide the highest density housing of all the types listed here. The usual form is of 2, 3, or 4 stories of flats, connected by communal corridors, lobbies, and stairs and/or elevators, built over an aggregated parking garage. Projects may consist of one such building or several. The paramount concern is the impact of these projects on adjacent projects.

Characteristic densities for corridor buildings are about 40 dwelling units per net acre.

GUIDELINE 24A.1: SETBACKS

Site setbacks along the perimeter of a project are governed by the guidelines in Section 5 and by Guidelines 1A, 1B, and 1C. In denser, more urban areas, however, these site setbacks may be waived on a case-by-case basis consistent with existing or planned development.

GUIDELINE 24A.2: MINOR ARCHITECTURAL PROJECTIONS

Minor architectural projections may project into any setback by at most 2 feet.

GUIDELINE 24A.3: BUILDING SEPARATIONS

If a project contains more than one corridor building, the minimum separations between building faces containing dwelling units are as follows:

1. Front to front.....30 feet
2. Front to rear.....30 feet
3. Rear to rear.....30 feet
4. Front to side.....25 feet
5. Rear to side.....20 feet
6. Side to side.....20 feet*

* May be reduced to 10 feet for a landscaped walkway serving as a route from a parking area to a building or unit entrance.

Any of these separations may be reduced to 15 feet for very minor portions of buildings provided that project separations are generally double the listed minimums.

GUIDELINE 24C.1: CORRIDORS

Every corridor greater than 40 feet in length should be daylit by windows or skylights whose total glazed area amounts to no less than 5% of the floor area.

GUIDELINE 24D.1: OPEN SPACE

There should be a minimum of 60 square feet of private open space for at least 50% of the total number of dwelling units.

DANIEL SOLOMON AND ASSOCIATES

Director:	Daniel Solomon FAIA
Staff:	John Mader
	Laura Nettleton
	Kent MacDonald
Drawings:	Gregory Baird
	David Fawcett

PLANNING COMMISSION, CITY OF SAN JOSE

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